

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,365 tons	Captain H. D. Jones.
" " "POWAN,"	2,358 "	W. A. Valentine.
" " "FATSHAN,"	2,260 "	C. Lloyd.
" " "KINSHAN,"	1,905 "	B. Branch.
" " "HEUNGSHAN,"	1,998 "	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 5 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,652 tons	Captain E. H. Grainger.
" " "SUI-TAI,"	1,652 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF, and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

On Monday and Tuesday the 11th and 12th March, there will be no Morning Steamer from Hongkong or departure from Macao at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.		

JOINT SERVICE OF THE H.K. & C. MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	509 "	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th March, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half March	JAPAN	First half March
TJIBODAS ...	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG ...	JAVA	Second half March	JAPAN	Second half March
TJIMAH ...	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAF ...	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 6th March, 1907.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHU, SHIUEHNG, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.

HONGKONG.

Hongkong, 6th October, 1906.

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E.Y.E.S

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDE STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground, All kinds of Repairs. Spectacles for all requirements.

Ack, or write, for Illustrated Booklet on "Defective Sight"—free.

London, CALCUTTA, SHANGHAI, NANKING, HONGKONG, 27th November, 1905.

21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road

Hongkong, 27th November, 1905.

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Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD.

of the
AMERICAN SYSTEM OF DENTISTRY

37, DES VŒUX ROAD CENTRAL

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd July, 1906.

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LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILA STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PEHANG, COLOMBO, ADEN, SUZ, PORT SAID, MAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIK PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND

SOUTH AMERICAN PORTS.

Stemers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS..... SAILING DATES.

PRINZESS ALICE WEDNESDAY, 13th March.

PRINZ LUDWIG WEDNESDAY, 27th March.

SACHSEN WEDNESDAY, 27th March.

Zieten WEDNESDAY, 10th April.

PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.

PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.

BAVARIEN WEDNESDAY, 22nd May.

PRINZ HEINRICH WEDNESDAY, 5th June.

SCHARNHORST WEDNESDAY, 19th June.

ROON WEDNESDAY, 3rd July.

*First-class accommodation being engaged by H. M. THE KING OF SIAM, second-class passengers only, will be accepted.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class and 2nd Class 3rd Class

TO NAPLES, GENOA & GIBRALTAR ... \$61.0.0. \$42.0.0. \$22.0.0.

Return 91.0.0. 63.0.0. 33.0.0.

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ... 65.0.0. 44.0.0. 24.0.0.

Return 97.0.0. 66.0.0. 36.0.0.

* TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR ... 64.0.0. 44.0.0. 26.0.0.

Return 115.0.0. 79.0.0. 47.0.0.

VIA BREMEN OR SOUTHAMPTON ... 68.0.0. 46.0.0. 27.0.0.

Return 123.0.0. 83.0.0. 49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Branon or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by mail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

Intimation.

Powell's
ALEXANDRA BUILDINGS.

NOW CLEARING

The remainder of their
stock of LADIES'**COLOURED
GLOVES**

at

\$1.50 a pair.

**FOWNE'S
AND
DENT'S**

3 and 4 Button

SUEDE

(Fawn, Tan, Beaver)

\$1.50 a pair.

**FOWNE'S
AND
DENT'S.**

3 and 4 Button

KID(Grey, Slate, Tan,
Beaver)

\$1.50 a pair.

USUAL PRICE\$2.75 AND \$3.00
A PAIR.**POWELL'S
HONGKONG.**

Hongkong, 1st March, 1907.

DO YOU REMEMBER?

In happy dreamland, not so far
From this dull world of mist and rain,
You came to me from out your star,
And left this thought as a refrain:
"I hope that we shall meet again."

Do you remember that good-night?
You took my hand and said to me,
If only we could travel back
The golden stairs of memory.
That lead to this, then we should see

That life is other than it seems;
That good is all, and all is good;

We only thought it small and mean
Because we had not understood,

The steady life, the passing mood.

I bring the memory of your voice
Back to this world of mist, and rain,
And with it light from both our Heavens,
And life is whole, and glad, and same,

I know that we shall meet again,

—Pall Mall Gazette,

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write under yesterday's date:—During the week under review, business in our share market has been very quiet, and the transactions recorded have been few.

Banks.—Hongkong and Shanghai Banks are weak and sellers predominate at \$895. A small parcel changed hands at \$890. The London quotation has dropped to £164. Nationals have improved to £1.

Marine Insurances.—Cantons continue on offer at \$295, after reported sales at this rate. Unions are in demand at \$830. North Chinas are strong at Tls. 80.

Fire Insurances.—China Fires are firm at \$90 ex the dividend of \$8 per share paid to-day. Hongkong Fires have been sold at \$340 ex the dividend of \$40 paid to-day, and shares are obtainable at \$142.

Shipping.—Hongkong, Canton & Macao Steamboats after sales at \$192 are in request at this rate. Indo Chinas have declined to \$83 with sellers. Shell Transports have strengthened to 41/2 closing in demand. China & Manilas are quoted at \$20. The other shipping stocks are unchanged.

Refineries.—China Sugars continue to decline, and are offering at \$122. Luzons are weak at \$21.

Mining.—Chinese Engineering have changed hands at Tls. 15, and there are further buyers in the North. Raubs are slightly better, and after sales at \$815 are now quoted at \$84.

Docks, Wharves and Godowns.—Kowloon Wharves are easier and obtainable at \$93; Hongkong and Whampoa Docks are out of favour and there are sellers at \$133. Shanghai Docks remain at Tls. 107, and are wanted. Hongkew Wharves have receded to Tls. 232, and are weak.

Lands, Hotels and Buildings.—Hongkong Hotels are steady at \$118 ex the dividend of \$5 paid on the 6th inst. Hongkong Lands are being sold at \$107. Humphreys Estates can be obtained at \$14. Shanghai Lands have sellers at Tls. 102 for the old lots.

Cotton Mills.—Ewos have dropped to Tls. 73 with buyers. Fay Chees are quoted at Tls. 370 ex the div. of Tls. 50 per share paid on the 5th March.

Miscellaneous.—China Light & Powers have changed hands at \$91. An extraordinary general meeting of shareholders in this Company is advertised to be held on the 14th March, when the subjoined resolutions will be proposed:—That the articles of association be altered by striking out the words 5 per cent. on gross receipts, in clause 6 of Article XI and by substituting therefor the words "10 per cent. on the net annual profits mentioned in the first clause of Article XVI."—That the general managers be and they are hereby authorised to create and issue 5,000 debentures of \$100 each carrying interest at 6 per cent. per annum and to be secured by charge upon the whole undertaking of the Company.—That the capital of the company be increased by the creation of 5,000 new shares of one dollar each to be called special shares and that there be attached to the said shares the rights following, viz:—The holders of the said shares shall be entitled ratably in proportion to the numbers held by them respectively to one half of the net profits of the Company which it shall from time to time be determined to divide and to one half of the assets which in a winding up shall be available for distribution among the members.—No dividend shall be paid before the year one thousand nine hundred and eight and all shares will rank equally for dividend without respect to their face value.—That the said debentures be offered for subscription to the shareholders in the Company on the register on the 31st day of March, 1907 at the price of \$90 per \$100 debenture to be paid by such instalments as the general managers determine, and upon the terms that each subscriber for any of the said debentures shall in respect of every debenture subscribed for by him be entitled to an allotment of ten of the said special shares upon payment of par value and that if the said debentures shall be over-subscribed by the shareholders the subscribers shall be entitled to rank for allotment as nearly as may be in proportion to the shares so held by them and that any of the debentures and shares not taken by the shareholders may be disposed of on such terms and in such manner as the general managers think fit.

The I. C. I. P. have been sold at \$18.85, \$8.50, and \$9 and more shares are wanted at \$8.50. Sales of Green Island Cements have taken place at \$20 ex the div. of \$10 paid on the 4th inst., and more shares are obtainable. Hongkong Electrics are offering at \$16. Langkats are in demand at Tls. 262. Watsons have been fixed at \$12 closing with buyers at \$2.10. Sumatras are in demand at Tls. 115. The accounts of the liquidators of the Hongkong High Level Tramways Co. Ltd. ending February 28th, 1907, is published. Including the sum of \$2,795.28 brought forward from November, 1906, the profit and loss account shows a credit balance of \$3,937.50. A first dividend in liquidation of \$10 per share, which absorbed \$5,000, was paid to shareholders on the 3rd September, 1906, and it is now proposed to pay a final dividend of \$11.15 per share absorbing \$13,937.50 which closes the account of the old Company.

Intimation.

FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as this concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honesty and skilfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunkucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

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And left this thought as a refrain:
"I hope that we shall meet again."

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You took my hand and said to me,
If only we could travel back
The golden stairs of memory.

That lead to this, then we should see

That life is other than it seems;
That good is all, and all is good;

We only thought it small and mean
Because we had not understood,

The steady life, the passing mood.

I bring the memory of your voice
Back to this world of mist, and rain,
And with it light from both our Heavens,
And life is whole, and glad, and same,

I know that we shall meet again,

—Pall Mall Gazette,

Public Companies.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong, on the 16th day of March, 1907, at 11 o'clock in the forenoon, when the subjoined resolutions will be proposed:—

RESOLUTIONS.

1. That the Capital of the Company be increased to \$1,000,000 by the creation of 200,000 new shares of \$10 each.

2. That the Articles of Association be altered by striking out the figures "\$1,500" in clause 5 of Article XI and by substituting the figures "\$4,000" and by striking out the word "Lands" in the second line of clause 1 of Article XVI and by inserting after the said Clause 2 new Clauses as follows:—

1a. The Company in general meeting

may in the year 1907 pass a Resolution to the effect that it is desirable to capitalise the sum of \$900,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that that sum be distributed as a bonus amongst the shareholders in proportion to the shares held by them respectively and that the General Managers be authorised to distribute among the shareholders the 200,000 unissued shares in like proportions.

1b. When such Resolution has been passed the General Managers may allot and issue the 200,000 unissued shares credited as \$1.50 paid up to the shareholders in satisfaction of the said bonus in proportion to the shares held by them respectively and prior to such allotment the General Managers may authorise any person on behalf of the shareholders to enter into any agreement with the Company providing for the allotment to them of such shares credited as \$1.50 paid up and in satisfaction as aforesaid, and any agreement made under such authority shall be effective.

Should the resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Dated 6th day of March, 1907.

SHEWAN, TOMES & CO.,
General Managers.

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LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, on WEDNESDAY, the 27th March, at 11 A.M., for the purpose of receiving the Report and Statement of the Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 8th March, 1907. [297]

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, on WEDNESDAY, the 27th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of the Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 27th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 8th March, 1907. [298]

THE LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of the LUZON SUGAR REFINING COMPANY, LIMITED, will be held at the Offices of the undersigned, King's Buildings, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 27th day of March, 1907, at 12.30 o'clock in the afternoon, when the subjoined resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association, viz:—

a. That the words "Company or Corporation" be inserted between the word "person" and the word "for" in the second line of the definition of "The General Agents" in Article No. 2.

b. That Article No. 7 be eliminated.

c. That Article No. 8 be eliminated and the following Article be inserted

Intimation.

**A. S. WATSON & CO.,
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of C. G. SANDEMAN SONS & CO. London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY.....	18.00
INVALID.....	18.00
ESTRELLA.....	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY...	42.00
OLDEST & FINEST...	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN.....	21.00
PALE DRY NUTTY...	24.00
FINE OLD BROWN...	36.00

A. S. WATSON & CO., LIMITED,**AGENTS.**

ALEXANDRA BUILDINGS,

Hongkong, 22nd January, 1907.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 9, 1907.

AMERICA'S NAVY IN THE FAR EAST.

The fact that the naval authorities of the United States have decided to augment the American fleet in Far Eastern waters will be of interest not merely to those who attempt to gauge the designs of the New World Power, but also by that large section of the community whose commercial prosperity is likely to be increased by the presence of a large fleet which has its base at Manila. No details are yet to hand, and it is probable that no definite arrangements have yet been made as to the number and character of the vessels which are to be placed under Admiral Brownson's command, but it is believed in San Francisco that at least one additional battleship and two cruisers, besides several craft of smaller size, will be commissioned to cruise in the Far East, so that the American fleet will be a very substantial factor in maintaining peace in this part of the world. For some time past, the Government of the United States have been building warships at a rate which, if continued, must eventually bring the Republic into line with the older maritime nations of Europe. It is no secret that America intends to outstrip her rivals as a Naval Power in so far as ships, men and material are concerned, and with that object no Briton can find the slightest fault. The stronger America becomes, the greater the likelihood that peace will be maintained, and security of life and property assured, not only for her own nationals but for all who belong to the great Anglo-Saxon speaking race. It is not suggested that the United States Government hope to build men-of-war which, as regards numbers, will exceed the aggregate of the floating war engines flying the St. George's Cross, but she is undoubtedly bent on securing second place amongst the Naval Powers, an ambition with which there is no reason for us to quarrel. Now that she has adopted a policy of Imperialism, fortuitously brought about by the acquisition of the Philippine Islands, the United States cannot afford to neglect her new subjects or fail to afford them that tangible evidence of protection which is made man-

fest by the presence of flying squadrons which can sweep the seas from Singapore to Sasebo. Fortunately, Great Britain and the United States are on the best of terms, and he would be rash who would dare to prophecy that any rupture in the diplomatic relations of the two countries could conceivably occur now or henceforth. There may be some who will see in the strengthening of the American fleet in the Pacific a warning to Japan, but that idea may be dismissed as chimerical. The alliance subsisting between the United Kingdom and Japan is quite sufficient to guarantee that and questions arising between Japan and America, in which the *amour-propre* of either country may be concerned, will be settled amicably. No one would dream for a moment that Great Britain or the United States would allow their commercial interests to be jeopardised by the intrusion of comparatively minor affairs affecting the internal economy of another Power. As a matter of fact, a writer in a recent number of the *San Francisco Chronicle* declares that within a very few years the navies of Great Britain and America will be sufficiently powerful in combination to compel the peace of the world. Here, then, is the aim of the Hague Peace Conference settled almost before the representatives of the nations have begun to discuss the terms of the peace convention. For, as the augmentation of the United States Pacific fleet will unquestionably lead to more frequent visits by the Philippine squadron, our relations are certain to become closer. It is possible that with American co-operation the enemities and disturbances which frequently occur in South China will be suppressed once and for all, without reference to the authorities who are either so weak and impotent or so supremely callous to the functions of their office that they have so far failed to stamp out disorder. Another reason for the proposed increase in the naval strength of America in the Far East is, doubtless, due to the fact that when the Panama Canal is completed there will be ample scope for the Navy of our kith and kin to establish a judicious system of naval patrols in the Pacific, but it is rather early in the day to give consideration to that point. The great matter for congratulation is that despite the withdrawal of the British squadron of battleships from the China Station we can rest in the knowledge that with a powerful and friendly Navy at hand we need have no fear regarding the outcome of any possible concatenation of circumstances that may arise in the future.

BANGKOK FIRES.

Within the past lustrum, there have been innumerable fires in Bangkok, the damage in several cases amounting to millions of taels. Entire districts have been gutted, and the face of the city altered, yet no lesson seems to have been learned by the authorities from these repeated outbreaks. They appear to accept these visitations as acts of fate, and proceed on the even tenor of their way without giving a thought to the probable cause of the fires. Buildings of attap and wooden shanties are erected on the ruins of the former structures, passages of little or no breadth are constructed and the old condition of things is allowed to prevail. No attempt is made to guard against another conflagration, nothing is done to permit of the restriction of an outbreak within a narrow area, and the result is that when a careless householder overturns the inevitable cheap lamp the entire district is consumed in smoke. It is little wonder then that fire insurance companies fight shy of a city where the most ordinary precautions against fire are ignored, where the fire brigade appliances are antiquated and inadequate, where the water supply is utterly neglected, and where the authorities make no effort to better matters. Even the Palace itself is not exempt from these periodical occurrences, and only the fact that hundreds of soldiers and sailors are pressed into service as firemen on such occasions explains the existence of the various temples and pagodas within the royal bounds at the present day. Bangkok is hopelessly behind the times so far as the observance of sanitary and hygienic principles are concerned, but there is the possibility that, in consequence of the vigorous articles which have appeared in the Press of that city lately, there may be an improvement in the near future. There is ample room for improvement, as every resident admits, but the sole question is whether the authorities will awaken to a sense of their responsibilities. The news-paper exchanges from Bangkok show that at least the foreign element in the community is alive to the necessity of measures being taken to prevent so far as possible the destruction of valuable property by fire. In this connection, it must be remembered that Hongkong is not altogether a disinterested onlooker at the course of events. The fire insurance companies whose headquarters are in this Colony are intimately concerned, for their business extends to the realms of King Chulalongkorn. Only the other day, the chairman of the China Fire Insurance Company, Ltd., when announcing that the operations of the company during the past

year had proved exceptionally successful, remarked, more in an aside than as part of the report which he had to submit, that "since the New Year has opened we have been involved in a somewhat serious loss by a conflagration at Bangkok." In other words, the shareholders need not hold too buoyant a view of the results which will have to be reported at the next meeting. And all this is due to the apathy, the criminal carelessness of those who are appointed to preserve the amenities of Bangkok. If the China Fire Insurance Company is involved we may be absolutely certain that other companies have not escaped.

The insurance agents in Bangkok may be clever men, well able to judge whether it is advisable to underwrite fire risks, but while the buildings which they insure may be acceptable as insurable properties in every respect, the surrounding dwellings may possibly invite wide-spread destruction in the event of fire. A writer in the Press of Bangkok speaks out clearly on this point. He remarks: "Bangkok through its fires has such a bad reputation in insurance circles that many of the companies are considering the advisability to retire from underwriting the peace of the world. Here, then, is the aim of the Hague Peace Conference settled almost before the representatives of the nations have begun to discuss the terms of the peace convention. For, as the augmentation of the United States Pacific fleet will unquestionably lead to more frequent visits by the Philippine squadron, our relations are certain to become closer. It is possible that with American co-operation the enemities and disturbances which frequently occur in South China will be suppressed once and for all, without reference to the authorities who are either so weak and impotent or so supremely callous to the functions of their office that they have so far failed to stamp out disorder. Another reason for the proposed increase in the naval strength of America in the Far East is, doubtless, due to the fact that when the Panama Canal is completed there will be ample scope for the Navy of our kith and kin to establish a judicious system of naval patrols in the Pacific, but it is rather early in the day to give consideration to that point. The great matter for congratulation is that despite the withdrawal of the British squadron of battleships from the China Station we can rest in the knowledge that with a powerful and friendly Navy at hand we need have no fear regarding the outcome of any possible concatenation of circumstances that may arise in the future.

It is practically impossible to check its progress until it has burned itself out, which usually means when it has swept to the water's edge. For a city which pretends to be in the hands of enlightened officials, where motor-cars are all the rage, and modern inventions are looked upon with a certain degree of favour, Bangkok is woefully deficient in this matter, which is apt to bring upon it the scorn and opprobrium of every civilised community. The authorities will certainly get no sympathy from the share-holders of those fire insurance companies which are doing business in that city. Is it not about high time that public opinion in Bangkok should make itself heard, and hear so imperatively that the officials will be compelled to mend their ways so that the city may no longer be subject to the devastating effects of wholesale fires?

It is noticeable that the officials will be compelled to mend their ways so that the city may no longer be subject to the devastating effects of wholesale fires?

The county cruiser *Bedford*, Captain E. S. Erskine, has just been completed to her full complement of 700 officers and men at Sheerness, to relieve the cruiser *Admiral*, Captain C. H. Umfrerville, of the China Station. The new officers of the *Bedford* include Captain Erskine, commanding; Commander A. V. Campbell, Lieutenants H. S. Shipway, G. P. Green, G. F. Cholmeley, Guy Blathwick, L. T. Sackville-West; Captain G. R. S. Hickson, Royal Marines; Surgeon H. F. Fenton, Assistant Paymaster L. R. Barker, and Mr. G. C. Barclay. A number of the officers already serving aboard the cruiser will come to the Far East with her.

LOCAL AND GENERAL.

THE gun practice scheduled to take place on the 11th, 12th, 13th and 14th instant has been cancelled.

PRIVILEGE leave of absence on private affairs to the neighbouring countries, has been granted to Lieutenant H. E. Stanger-Leathers, I. M. S., from 2nd April to 30th June, 1907.

His Excellency the Governor has been pleased to appoint Mr. J. F. Boult, executive engineer, to act as assistant director of public works during the absence on leave of Mr. P. N. H. Jones, assistant director of public works.

THE following extract from the *London Gazette* dated 6th February, 1907, is published for information:—The Duke of Cambridge's own (Middlesex Regiment), Lieutenant Thomas B. H. Thorne is placed on temporary half-pay on account of ill-health.

In order to help the funds of the Football Shield the Hongkong Football Club has decided to put up a large temporary stand capable of seating about 500 spectators. For matches other than the final the charge for admission to this new stand will be twenty cents.

A NUMBER of cargo-boat owners were fined \$2 each, at the Magistracy this morning, for making their boats fast to Observation Place wharf, an unauthorized mooring place. All the men knew that they were transgressing the law, and were cautioned against a repetition of their offence.

TO-MORROW, Sunday, 10th March, is the 44th anniversary of the marriage of their Majesties, King Edward VII and Queen Alexandra, while Wednesday next, the 13th inst., will be the 28th anniversary of the marriage of our late Royal Guest, their Royal Highnesses the Duke and Duchess of Connaught.

A WASHINGTON despatch of 2nd ult. says:—The Quartermaster-General is confronted with a situation which probably will compel authority to be given for the transportation of supplies to the Philippines in foreign bottoms. Every effort has been made to induce American owners to submit bids, but the only proposal received was from the steamship *China*, which would not, it is said, make more than a couple of trips a year. If it appears impossible to conform with the rule that requires the shipment of Government supplies in American bottoms, it will be necessary to make arrangements with owners of foreign ships.

CANTON PUBLIC EDIFICES.**NEW CUSTOMS QUARTERS.****LAVING THE FOUNDATION STATION.****[From Our Own Correspondent.]**

Shameen, 7th March.

Conspicuous among the edifices in course of erection here are those for the new offices of Messrs. Arnold Katberg & Co. and the quarters for the Customs Indoor Staff. The former is a large three-story, building and presumably will prove to be a very imposing structure, next to the premises of Messrs. Butterfield & Swire, whilst the latter occupies a large area on a site in the French Concession.

The foundation stone of this building was laid by Mr. Commissioner Mayers to-day in the presence of nearly all the Foreign Consuls and leading residents, and at the conclusion of the ceremony the company proceeded to the Coast Inspector's Office where customary toasts were heartily responded to.

The firm of Messrs. Turnbull and Paget are to be congratulated on being the architects of this colossal building which, there is no doubt, will be one of the landmarks of the Concession.

I am informed from a reliable source that Secretary Root has applied to Congress for a sum of \$15,000 gold for an American Consulate at Canton. The time is indeed ripe for the Americans to possess a building of their own in this principal port of southern China. Both the British and the French have their own Consulates in their respective concessions admirably suited for all requirements, and the Germans too, after many years, have now one of the finest buildings in Shameen.

The Portuguese Government also has acquired a plot of ground, about two years ago, and although plans have been prepared and submitted no signs of a commencement to build on it have been forthcoming, and I should not be surprised to see the Japanese Consulate, albeit in its infancy, located in a building of their own ere long.

THE county cruiser *Bedford*, Captain E. S. Erskine, has just been completed to her full complement of 700 officers and men at Sheerness, to relieve the cruiser *Admiral*, Captain C. H. Umfrerville, of the China Station. The new officers of the *Bedford* include Captain Erskine, commanding; Commander A. V. Campbell, Lieutenants H. S. Shipway, G. P. Green, G. F. Cholmeley, Guy Blathwick, L. T. Sackville-West; Captain G. R. S. Hickson, Royal Marines; Surgeon H. F. Fenton, Assistant Paymaster L. R. Barker, and Mr. G. C. Barclay. A number of the officers already serving aboard the cruiser will come to the Far East with her.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—J. Walker \$10.

Banks. Average Specie in Amount. Reserve. Chartered Bank of India, Australia and China \$3,008,624 \$1,300,000 Hongkong and Shanghai Banking Corporation, 15,705,507 10,000,000 National Bank of China, Limited, 153,196 65,000 Total, \$ 9,167,627 12,305,000

"LIGHTEN our darkness" will no doubt be most feelingly echoed by Leung Yau, master of junk No. 873, and some of his crew, who were to-day ordered by their Worship at the Magistracy, to pay fines of \$5 each for endeavouring to practise illegal economy, and about the harbour between sunset and sunrise without any lights on their floating habitations, which is not only a breach of the harbour regulations, but a danger to navigation.

THE United States Government has its hands pretty full at the moment. Apart from the difficulty with Japan the State Department is said to be troubled about its relations with China. It is stated that the American boycott has been renewed, and according to a New York correspondent, the Secretary of State has evidence that the Chinese Government is encouraging the boycott. It is understood that pointed representations on the subject have been sent to Peking.—L. & C. Express.

At the Magistracy this morning, before Mr. F. A. Hazelton, Mr. J. Gray Scott, manager of the Tramway Co., prosecuted a coolie, named Che Sze, in the employ of the Company, for the theft of two brass bushes, valued at \$1.

A SOMEWHAT strange announcement comes from Hongkong, remarks the *L. & C. Express*, to the effect that a syndicate of French capitalists have obtained a concession from the Chinese Government for the construction and maintenance of railways in the province of Kwangsi. The local Chinese, it is added, resent the granting of the concession. We may point out that as far back as 1897, France had obtained from the Chinese Government concessions for the prolongation of the Lungson-Lungchow line towards Nanning and Pozi in Kwangsi. It is, therefore, rather surprising to find it reported to years later that a French syndicate has obtained the concession for railways in Kwangsi. We suppose that what is meant is that the syndicate is a new body formed to work the old concessions.

THE U.S. battleship *Oregon* is to be modernized, and Secretary Metcalf announced that he had authorized the expenditure of \$1,000,000 (gold) out of the naval repair fund for that purpose. Of the best type of war ship when she was launched, the *Oregon* is already almost obsolete, and to make her equal to modern men-of-war she must be extensively overhauled. The changes will be similar to those ordered for her sister ship, the *Indiana*; the most important being the substitution of balanced turrets for the present round turrets, which cause the ship to list when all four twelve-inch guns are pointed at the same quarter. The alterations will be made at the arrival of the police, when he changed his tune to a major key, and his language, it was said, "terrible to listen to." This, of course, could not be allowed to continue, and so he was accompanied with a cell for the night, and this morning, by order of the Magistrate, he had to dig up \$10 to ensure his liberty, and as a warning not to indulge in disorderly conduct in the public street.

UN Hui Nan, a clerk, made things interesting last night in Third Street, for which no doubt he is sorry to-day. He started out to enjoy himself and fancying he was Sims Reeves—or any other vocalist he had read of—he commenced to sing. The residents, the visitors, the passers-by objected to his most unmusical music, but nothing could stop him until the arrival of the police, when he changed his tune to a major key, and his language, it was said, "terrible to listen to."

The C. P. R. Co.'s s.s. *Tarlar* arrived at Nagasaki at 8 a.m. on 10th inst., and again at 3 p.m. same day, for Shanghai, where she is due to arrive at 8 a.m. on 11th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 8 a.m. on 10th inst., and again at 10 a.m. Saturday, for Hongkong, where she is due to arrive at 8 a.m. on 11th inst.

CANTON FOREIGN SECRETARY.**NEW APPOINTMENT.****[From Our Own Correspondent.]**

Shameen, 7th March.

H.E. Viceroy Chow-fu has appointed Mr. Ho-yau to be the Secretary for Foreign Affairs, and he will shortly assume the duties of his office. Mr. Ho-yau was formerly the Consul-General for China at San Francisco, and being an official who has had considerable experience with Western politics and has been in close touch with Europeans, the appointment is well selected.

BENEFIT OF THE DOUBT.**ALLEGED BOLD BURGLAR.**

Of samples of the ways that are vain in which the coolie is so much addicted, as we are told, by more or less authoritative writers, there is no end. When a Chinaman is charged before the magistrate for some or other of the daily perpetrated offences which keep their Honours busy, marvellous indeed are the excuses with which he is ever ready to prove—to his own entire satisfaction—his innocence of any such peccadillo. If caught in a gambling den, with cards and money in his hands, "Oh," he says, "I was not gambling; I had only just looked in to find a friend." If caught entering premises by the window, he "heard a noise and wanted to look see." When arrested with stolen

Telegrams.

[Reuters.]

The British Empire.

London, 7th March.

Mr. Churchill, speaking at dinner of the African Society, said the development of Protectorates and Crown Colonies in Africa must figure prominently as a work of the Empire, until they have reached a self-governing status, and Colonial Administrators must feel that there is only one England, whatever government may be in power.

Later.

The Opium Question.

Mr. Morley, replying to Mr. Sloan, in the House of Commons, said the proposals from China regarding the importation and taxation of Indian opium had been received, but that it was not to the public interest to lay the papers on the table of the House at present.

Russia.

Yesterday a bomb was thrown in the carriage of General Nepliess, the commandant of the fortress in Sevastopol; the General and the coachman were injured.

GERMAN COMPETITION IN THE FAR EAST.

A propos of the recent articles in these columns on the subject of German competition in the Far East, the Berlin correspondent of one of our London contemporaries, says, the *L. & C. Express*, gives a number of indications showing the rift of German ambitions not only in this direction, but in others nearer home. He asserts that it is the intention of the German Government to make Kustendji a serious rival to Brindisi, the well-known port of call of numerous British liners, including, of course, the P. & O. boats. At the present time travellers to Egypt from Germany can reach Alexandria via Kustendji, in twenty-four hours less time than via Brindisi. Constantinople and Alexandria are not, however, the final objects of German ambition. From the Bosphorus it seems a telegraph line is planned, which will follow the course of the Bagdad Railway to Fao and thence join with the Indian systems touching the Persian Gulf. This line it is expected will be a most important factor in the development of German relations with India and the Far East, and will be a dangerous rival to the Eastern and Indo-European telegraph lines. Germany's policy, in a word (says this correspondent), is directed towards the control of the passenger and the telegraph business between Europe and the East, not with India alone, but with the Sunda Archipelago, China and Japan.

THE U.S. SHIPPING SUBSIDY BILL.

DECLINE IN AMERICAN TRADE IN THE ORIENT PREDICTED.

The latest news about the ship subsidy bill, that the House has not only cut out the Hawaiian-Pacific lines but all trans-Pacific lines from any share in the bonus appropriation, is even more discouraging than that received first, observes the *Manila Times*.

Just what motive prompted the House to such an amendment will not be known until fuller word comes by mail, and for the present speculation, while interesting, cannot prove final or satisfying.

Some of the results, however, seem fairly plain.

In the first place, we, the people of the Philippines, will be denied early realization of one of the things we have most firmly set our hearts upon, better freight, mail, and passenger service between here and the United States. If anything, the trend of the subsidy is apt to make our plight still worse than now in those respects, as some of the Pacific vessels may be diverted into those waters where they will receive the benefit of the subsidy.

Another effect the elimination of the Pacific is likely to have is the decline of American interest, if not of trade in the Orient, other trade fields being apparently enhanced at the expense of the Eastern field.

An indirect result of this is likely to be a decline in the importance of Manila or the Philippines both as a traffic and a strategic centre. As an entrepot of American trade in the Far East or as a military base we could command not a little respect, but with the Pacific ignored in such manner by the House our importance is appreciably decreased. We rise and fall with our activities and fortunes on that broad expanse of water and in the East in general.

And, of course, we cannot forget the consequent aggrandisement of Japan. In fact if the action of the House spells one thing above another, it seems to be tame acquiescence in the programme of Pacific paramountcy which Japan has outlined. If this is to be our policy it is hard to reconcile with it our building of the Panama canal.

Possibly there is some hidden reason for the amendment found in the law applying the U.S. coastwise shipping laws to the Philippines in 1900, which in a manner will be a subsidy to American bottoms plying in the Pacific trade. If this be the case a somewhat different aspect may be thrown on the action of the House.

An Ashio dispatch states that the proprietor of the Ashio Copper Mine has granted a sum of \$9,105 to the workers in the Otsaki pit and others who did not join the recent riot, amounting in all 2,574 persons. The proprietor has also decided to increase the wages of these workers by 20 per cent.

H. H. WU TING FANG.

A MAN OF MODERN IDEAS.

TOO MODERN FOR HIS OWN PEOPLE.

It has no doubt seemed strange to the many friends of Wu Ting Fang in the United States that in all of the newspaper correspondence that has gone out of China during the last year regarding the proposed constitutional form of government and other reforms, that his name has not been mentioned as one of the leaders in the reform movement. When he was Minister at Washington he was considered a man of modern ideas, and those who knew him then would naturally suppose that in such a movement as the reformation of his own Government, Wu would be taking an active part in the work.

The truth is, Wu Ting Fang is down and out, so far as the Government of China is concerned. Two things have aided his political downfall. He was too molar for his own people, and he is gifted with the most cynical tongue that was ever placed in the mouth of a Chinese.

DISGUSTED AT CLIQUES.

When he returned to China from Washington a little over four years ago Wu was made a member of the Wei-Wu-Pu, which translated means Board of Foreign Affairs, and he continued to be a member of that body until last summer, when his resignation was accepted and he was given a minor appointment and allowed to depart from Peking. A few weeks ago he petitioned to be allowed to resign his new post and retire into private life. He gave as his reason ill health, but those who know the cynical Wu best say that his desire to get out of official life is prompted by disgust over the manner in which the clique that is now in control of the reform movement are handling it.

Before he went to Washington Wu was like thousands of other educated Chinese who know that their Government is far behind the times, but who are willing to sit idle and let her drift along. But his stay in the United States taught him that this would not do and when he returned to his native soil he got busy. He talked right out in meeting and lectured his conferees in the Wei-Wu-Pu in the most amazing manner over the way they were handling China's relations with the outside world. They smiled and continued to pursue the even tenor of their way.

WU DISLIKES JAPAN.

Now Wu has no use for Japan. He is fully alive to the fact that Japan's aggressiveness spells trouble in the near future for China. When Japan was sharpening his sword for Russia "in China's interests," it was Wu Ting Fang who wanted the Peking Government to tell the powers that China had not asked Japan to go to war with any one in her behalf. He said that it was all well enough for Japan to use China's interests as a cause belli, but those interests would be forgotten when the guns began to boom. Not that he was particularly friendly toward Russia did Wu take this stand, but he pointed out that so long as Manchuria was already lost to China, she was just as well off with the Bear controlling the destinies of that province as with Japan in charge. The result has proved that the old man was right. Russia and Japan are both in Manchuria now, and will remain there. In talking with a newspaper man at the time he was trying to get his Government to take his advice about the situation, Wu said:

ILLUSTRATION BY COMPARISON.

"You have seen two dogs fighting over a bone, you never saw the bone fight back. Well, in this case, China is the bone of contention, and if I can make my people see it, the bone will fight before the dogs are ready."

When it became evident that the war was bound to come, Wu said that the natives of Manchuria would be the only real sufferers, and again he was right. That rich country is now all but ruined. The people lost all, they had, and in southern Manchuria the Japanese are pursuing a policy that will if it is not soon checked, mean their further degradation.

When the treaty of Portsmouth was being negotiated, it will be remembered that China asked that a Chinese commissioner be allowed a voice in the hearings. Wu told his people that this was useless; that it was now too late to save Manchuria for the Chinese and when both Russia and Japan told China very plainly to go away back and sit down. Wu again was able to say, "I told you so!"

HIS CYCINISM MAKES TROUBLE.

Wu is a cynic. He knows what his country needs, and he knows equally as well that her so-called statesmen do not intend to supply those needs unless they benefit financially, and he does not hesitate to tell them so. His biting sarcasm has got him into trouble more than once during the last year.

When the Peking Government proposed to send a commission to America and Europe for the purpose of studying foreign systems of government, Wu smiled a smile that meant "There you go again." But he said nothing until he was asked what he thought of the proposal. He replied that he had no doubt the commissioners would absorb a great deal of useful information regarding the western school of crooking, the proper wines to go with each course of a dinner, and acquire a taste for expensive brands of cigars, but he added: "What they will learn about the forms of government in the various countries they visit will not fill as large a book as the volume that will be required to register what they do not learn." And as reports came back telling about the entertaining to which the high commissioners were being treated, Wu was unable to hide his sarcastic tongue. Especially was he cynical when the commissioners cabled for more expense money, as they did from almost every city they visited. "Chorus girls and old vintages come high," he remarked, "but they all have their proper place in governments."

RECEIVED BY EMPRESS DOWAGER.

When the commissioners returned the Empress Dowager received them in audience. They submitted their reports, but very little has ever been given out as to the real com-

tents of those reports, though from time to time the newspaper men in Peking have been given to understand that the high commissioners learned all about the management of other governments. They probably did, for as the cynical Wu pointed out, one of the commissioners informed certain mighty officials in Peking that after an exhaustive study of the British and French forms of government, covering a period of nearly three weeks automobile in Paris and London, he had learned that there were many things in the British system that could be used in China, and that the French system of government was quite different from that of England.

About this time an edict was issued from the throne informing the Chinese people that they were to have a constitutional form of government when, as Wu put it at the time, they were educated up to a standard that would enable them to understand that a constitution was not something to eat. About this time he left Peking.

BRAINIEST MAN IN CHINA.

In the opinion of Mr. Sam-B. Tristel, who contributes this article from Chefoo to the *San Francisco Chronicle*, it is safe to say that Wu Ting Fang is the brainiest man in China to-day, and if the Empress Dowager really intended to reform China's present system of government, she would listen to him. But her dislike for Wu comes from his fearlessness in telling his sovereign what is necessary in the way of a general house cleaning at Peking before the reforms can begin.

Wu knows his own people as no other Chinese knows them, and he has their welfare at heart. He has been accused of being anti-foreign in his attitude toward outsiders, and in a measure this is true. He says China is one of the wealthiest nations on earth, and her natural resources should be developed, but preferably by the Chinese themselves. But he always adds that if the Chinese will not build railroads, open the mines and adopt modern methods of agriculture, then the foreigners should be given the opportunity to do so.

This sort of talk has not made him popular with the anti-foreign element that would drive every white man out of the country. Wu takes no stock in the talk of a constitution for China. He well realizes that not one-tenth of one per cent of China's 460,000,000 of people ever heard of a constitutional form of government, or for that matter any other form of government that goes beyond the village magistrate. He looks upon the plan as chimerical at the present time, and has said so. He has pointed out several ways in which reforms could be instituted, but he is not listened to.

WU GUEST OF HONOUR.

Last month, a dinner was given by the commercial guilds of the city of Canton and Wu was the guest of honour. He made a splendid speech in which he told his audience that the country was poor and weak because the people would not improve their ways and adopt more modern ways, especially in trading. "They do not seem to understand that foreigners are shrewd and careful," he said, "and look into the future, particularly in matters relating to manufacturing industries. They consider not only the matter of home consumption but also of the demands of the foreign markets. They send their manufactured goods abroad and import raw materials. In general business affairs we should pattern after the Americans. We must be energetic and not idle. Although but few of us can go abroad, to be educated, we must endeavor to induce students at home to study more modern books, and also with that end in view, we must establish more modern schools and colleges. As regards education the student in America and Europe is not like the student in China. In those countries they do not hope to become officials, but desire to acquire a good general education to enable them to start out for themselves early in life, so that they may become independent and enjoy liberty. As regards constitutional government for China, there must be a more educated people before it can be successfully established. I wish you would all read more newspapers so that you may learn more about foreigners and their methods, and I also hope that you will send your sons and younger brothers to school at as early an age as possible. Confucian teaching is good, but if any foreign system proves to be better we must adopt it."

FOE OF CERTAIN MISSIONARIES.

Certainly there was not much anti-foreign sentiment in that talk. And so it has been with Wu all the time. He wants to help China and her people, but those in power will not listen to him.

Wu has been a most relentless foe of that class of missionaries who go into business in China and use their religion as a cloak to make dollars. His Philadelphia speech delivered in 1898 lashed this class mercilessly and they have never forgotten it. They have had no small part in the political downfall of Wu.

He is now growing old and is glad that he is no longer in the official class. He frankly admits he is too modern for the China of to-day, but says that the time will come when his people will say that he was right.

THE WEATHER.

The following report is from Mr. F. G. Flagg, First Assistant of the Hongkong Observatory:

On the 9th at 11:55 a.m. the barometer has risen in the E. Japan, and fallen elsewhere, except on the E. coast of China. The depression, lying over N.E. Japan yesterday, has moved into the Pacific. Pressure remains low and considerably below the normal over Central China and W. Japan.

Gradients are very slight in all areas, and light variable winds, accompanied by foggy weather, may be expected along the China coast, and N.E. and S.E. winds over the N. part of the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, variable winds, light; cloudy, foggy.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamockoo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan; same as No. 1.

COMMERCIAL.

PAWN MARKET.

In their report dated 8th inst., Messrs. Phirotha, P. Petit & Co. write:

Our last circular was dated the 2nd February.

The China New Year holidays having terminated during the interval, Chinese merchants and dealers have for the most part returned from the country and business has since resumed. It cannot be said, however, that the volume so far transacted bespeaks a general eagerness on the part of purchasers to enter into engagements. The sales that have been effected were few and far between, while prices have receded; in some instances, fifty cents to a dollar per baht on the last published quotations. The slackness of demand at this time of year is due in a great measure to the large influx of subsidiary coins into the Colony.

The depreciated currency at one period of the fortnight under review was quoted at a discount of 48¢ per \$1.00 closing at \$0.75 per \$1.00.

It is obvious that so long as Chinese subsidiary coins are allowed to pour into the Colony to an extent far in excess of the legitimate demands of trade, so long will they operate as an extraneous factor detrimental to the easy flow of business. It stands to reason that retail traders, with an accumulated stock of the debased currency and no ready outlet therefore, must endeavour to meet their pecuniary obligations with the coins in their possession. Being at so large a discount prices of commodities are relatively influenced, and Cotton Yarn, whose ultimate destination is the small dealer in, consequence, is affected. This serious drawback to trade is one of the crying evils of the times, for which no adequate remedy appears to have yet been devised.

Clearances during the fortnight have been far from satisfactory for the main reason explained in the foregoing.

The transactions recorded in this circular have been effected on the old-time basis, viz., clearance in three months. It cannot be stated with certainty if buyers will take delivery within the stipulated period. The transactions were partly induced by a spirit of speculation in the hope of an advance in prices in the near future. Such an appreciation it will not be difficult to establish.

No. 20.—A very meagre business transpired in this country. Business reported in selected threads at \$1 to \$1 lower than last quotation.

No. 16.—Moderate business done for the Northern markets.

No. 15.—Not much in favour. Cheap prices induced some business in selected cloths. Prices show a decline of \$1 to \$1 per baht.

No. 10.—Cheap prices induced business, and good lots changed hands at last prices.

No. 8, 6, and 6.—Out of favor.

The market closes steady.

Sales:—20 bales of No. 12; 25 bales of No. 8; 2,700 bales of No. 10; 465 bales of No. 12; 210 bales of No. 16; and 370 bales of No. 20; in all about 3,880 bales.

Arrivals:—Per steamers *Kutzing* and *Lightning* (from Calcutta); and *Bombay Maru*, *Bonca* and *Mallu* (from Bombay), of about 2,500 bales.

Shipments:—About 7,500 bales.

Unsold Stock:—About 108,000 bales.

Exchange:—We quote, to-day, as under:

India T.T. at Rs. 163 per cent.

Demand " " 164 " "

London T.T. Sh. 2.2 7/16d = \$5.

Demand " " 2.2 7/16d = \$5.

Shanghai " " 72d = \$100.

Silver " " 31 1/16d per oz.

Writing under date March 8, Messrs. Cawasjee, Pallonjee and Co. report:

Our last report was dated the 22nd ultimo per s.s. *Devanah*, since when a quiet but steady business was done chiefly during the first half of the interval, and although receipts continue to fall away there was no appreciation in values. Subsequently on the appearance of a large importer anxious to realize even at a concession of 50 cents to a dollar and a half per baht, the buyers entirely retired from the market at a ceased buying and are now dealing among themselves. Country buyers have not all returned from the interior and business has not been large.

This vessel brings on cargo:—

From London, &c., ex S.S. *Moldavia*.

From Persian Gulf, ex R.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

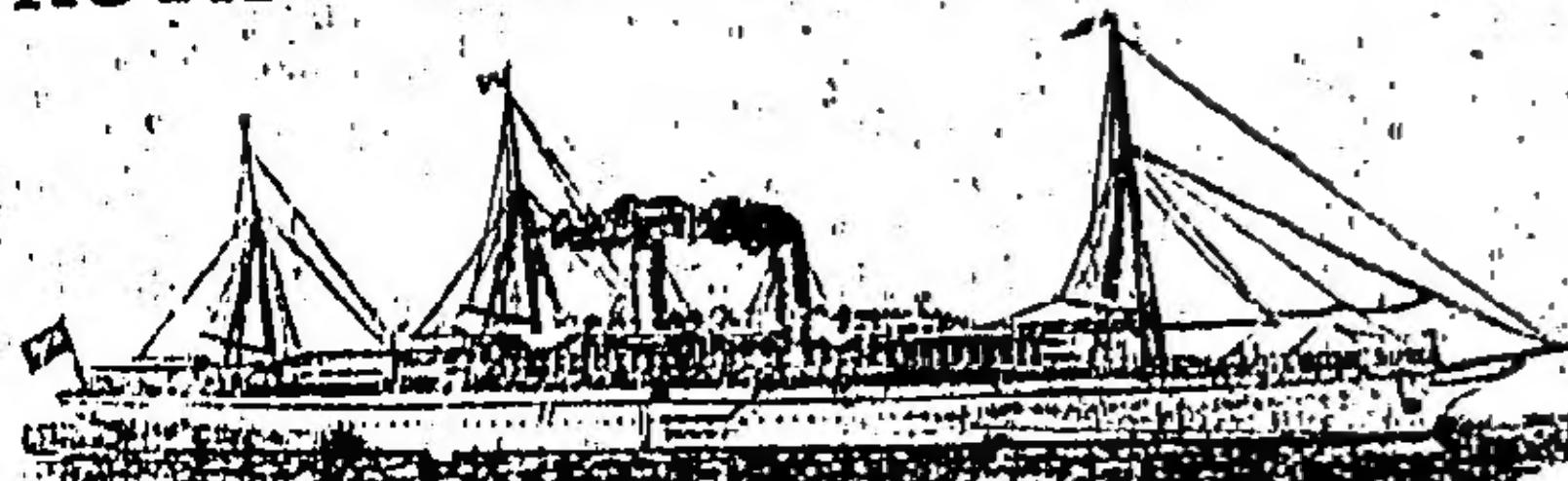
Goods not cleared by the 5th instant, at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consign

Shipping Steamers.

**CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.**

**Luxury—Speed—Punctuality:**

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN".....	6,000	THURSDAY, March 14th	April 1st
"TARTAR".....	4,425	WEDNESDAY, March 27th	April 20th
"EMPEROR OF CHINA".....	6,000	THURSDAY, April 11th	April 29th
"ATHENIAN".....	3,882	WEDNESDAY, May 1st	May 15th
"EMPEROR OF INDIA".....	6,000	THURSDAY, May 9th	May 27th
"MONTEAGLE".....	6,163	WEDNESDAY, May 22nd	June 15th
"EMPEROR" steamers will depart from Hongkong at 4 P.M.			
Intermediate steamers at 12 Noon.			

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China,

Hongkong, 27th February, 1907.

Corner Pedder Street and Praya.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA LAISANG		FRIDAY, 15th Mar., 3 P.M.
MANILA	LOONGSANG*	FRIDAY, 15th Mar., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtsze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

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CHINA NAVIGATION CO., LIMITED.

STEAMERS. TO SAIL.

SWATOW, WEIHAIWEI and TIENSIN.	"HUICHOW".....	15th March, 4 p.m.
NINGPO and SHANGHAI.	"SINGAN".....	15th "
MANILA	"TAMING".....	15th "
CHEFOO & NEWCHIANG	"NANCHANG".....	15th "
YOKOHAMA and KOBE.	"CHANGSHA".....	18th "
SHANGHAI	"SHAOHSING".....	19th "
CEBU and ILIOLO	"KAIFONG".....	19th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHANGSHA".....	10th April

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

! Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 9th March, 1907.

[7]

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 16th Mar., at Noon.
KUBI	3540	R. Almond	"	SUNDAY, 23rd Mar., at Noon.

For Freight or Passage, apply to

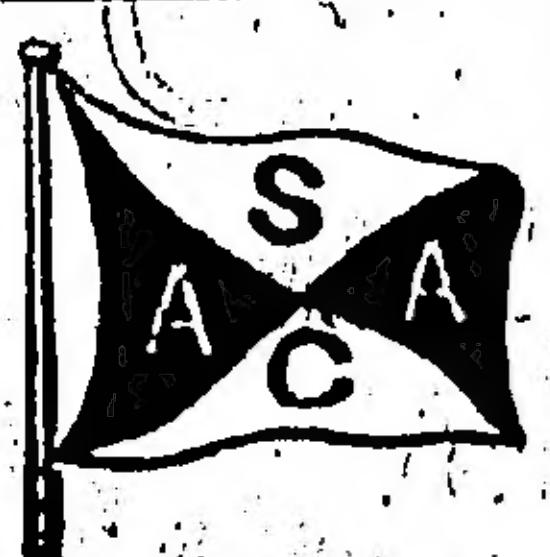
SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 9th March, 1907.

[15]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via FORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

To sail.

"ALBENGA"..... On or about 12th April.

"ATHOLL"..... About the end of April.

Arrival.

"LOWTHER CASTLE"..... The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 4th March, 1907.

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Sold by all Chemists.

Shipping Steamers.**HAMBURG-AMERIKA LINIE.****PASSENGER SERVICE.**

BY the new steamers "RHENANIA," "HAUSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are arranged side above the other as has been the fashion hitherto, but the staterooms close by resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.**Outward.**

FOR SHANGHAI, KOBE AND YOKOHAMA.	Homeward.
RHENANIA 1st April.	FOR THE STRAITS, COLOMBO, AIDEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HOHENSTAUFEN 2nd May.	SCANDIA 16th March.
SILESIA 2nd June.	SLAVONIA 22nd March.
SCANDIA 2nd July.	HAUSBURG 25th April.
SCANDIA 10th March.	RHENANIA 3rd May.
SCANDIA 9th Mar., 4 P.M.	HOHENSTAUFEN 29th May.
SCANDIA 11th March.	* Call at Lisbon.
SCANDIA 11th March.	* Call at Marseilles.

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Corduroy" and Medoc, from Havre ex s.s. "Medoc" and from Bordeaux ex s.s. "Ville de Lorient," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignee before TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 11th March, at Noon, will be subject to rent and landing charges.

Claims must be sent in to me on or before the 11th March, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 11th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th March, 1907.

HAMBURG-AMERIKA LINIE.**THE H. A. L. Steamship**

"HABSBURG,"

Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd March, 1907.

HAMBURG-AMERIKA LINIE.**THE H. A. L. Steamship**

"LIBERIA,"

Captain Kier, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

THE BURNING OF THE
"NETHERTON."

RAYED BY FIRE.

On Wednesday morning, reports the *Singapore Free Press* of 1st inst., the steamer Netherton, which was partially destroyed by fire whilst lying at Pulau Sembilan, arrived here in tow of the Tonjung Pagar salvage tug Mercury and late in the evening was berthed at the cattle wharf at Keppel Harbour.

On the ship our representative was courteously received and the following story of the outbreak was gathered. The Netherton arrived at Pulau Sembilan on Jan. 7 and at once set to work to unload a cargo of 14,000 cases of benzine. The unloading commenced from the forward, or No. 1 hold. The work progressed safely till 11 a.m. when the contents of the hold blew up with a terrible sound and immediately a sheet of flame, which topped the masthead roared out of the hold. Eleven men, all natives, were working in this hold and not a vestige of their remains has been found. Immediately on the explosion the native crew fled ashore, this being easily accomplished as the Netherton was lying alongside the wharf. Realising the grave danger and the futility of staying on the ship, Captain Greenless ordered his European hands to quit the vessel and follow himself. Barely had the ship been left when the No. 2 hold blew up with a roar, and then the whole forward part of the ship was a mass of red flame which gushed up into the sky far beyond the top of the tapering foremast. As the benzine drums burst and their contents poured out the ship seemed to be literally spouting fire, for the flames streamed out of every porthole and in this manner the Netherton burned away for three days.

THE CHIEF OFFICER'S HEROISM.

When Captain Greenless mustered his men ashore he found that one of the European crew, a German, was missing. Inquiries among the rest of the men elicited that the German was last seen asleep in the fo'c'sle. As this had not yet been reached by the flames, Mr. Rennie, the chief officer of the Netherton, gallantly volunteered to go back to the burning ship and try to save the man. Despite the fact that the after part of the ship contained over 6,000 drums of benzine which had not yet been touched by the fire but which might go up at any moment, the chief officer boarded the Netherton by one of the bow mooring ropes. He then rushed through the smoke and fumes of the blazing spirit into the fo'c'sle. Here he found the man he had come to save sleeping as peacefully as a child, all unconscious of the flames raging not half a score yards away. How the sleeper came to sleep through both explosions is marvellous and when Mr. Rennie wakened him, his agitation was very great at finding himself cut off from the shore by a sheet of fire. Mr. Rennie, however, allayed his fears by showing him the way to escape over the bows.

AN AWESOME SIGHT.

The Netherton was left burning alongside till six o'clock on the evening of the day of the outbreak and then at this hour the mooring ropes were cut and she was towed out into the stream and anchored. That night the scene of the helpless ship blazing away and the dull roar of the flames was a grand and fearful one. Benzine burns with a brownish red flame and this, lighting up the surrounding water, gave her the appearance of a ship floating on a sea of blood. All night long the drums could be heard bursting amidst theullen roar of the flames, and towards morning the ship's sides and steel foremast grew white hot from the great heat and the water alongside began to bubble and boil. The next day the sheet of fire seemed to have gained in volume and those on shore saw the steel mast slowly begin to bend over like a melting wax candle slowly it dropped till it lay doubled, upon the deck. Then the steel decks began to fall in and with the collapse of the deck the vessel's sides buckled inwards, the bridge and all the winches etc. vanishing into the heart of the flames. The collapse of the vessel's sides gave her the appearance of having burned to the water's edge forward of the engine room. On the third day the fire began to abate as the spirit got exhausted, and the s.s. Besilang then went alongside and pumped water into the bunkers which were on fire.

HALF A SHIP LEFT.

In the vessel's after holds there were nearly 7,000 more drums of the inflammable spirit but by a miracle these did not get alight, the fire stopping just outside the room, the vessel being actually completely destroyed up to 180 ft. of her length and the rest quite undamaged. This extraordinary state of affairs can only be realised by visit to the ship. The Mercury got to Pulau Sembilan on Wednesday, the 20th, and the next day the Netherton's anchor was got up. The winch is scrap iron and the heavy anchor was lifted by hand. The task took fifty coolies five hours and could have been done in five minutes with a steam winch. The ship was down by the head and on the tow to Singapore she steered wildly owing to her propeller dragging on the surface of the water.

NOTHING BUT SCRAP IRON.

Locking forward from amidships the vessel looks like a wreck got up from the bottom of the sea and only fit for the scrap heap. The steel decks and sides have in places melted into a mass of metal and the iron deck supports are twisted into all sorts of odd shapes.

THE ORIGIN OF THE OUTBREAK.

The origin of the outbreak has not been definitely ascertained, but it is believed that the benzine took fire from a spark from two pieces of metal accidentally striking together. The damage will cost about £1,000 to repair.

The ship's cook is amongst those missing and it is believed he jumped overboard after the first explosion and was drowned.

Whipping.

Arrivals.

Chowia, Ger. s.s., 1,055, F. Spiessens, 8th Mar.—Kohsching 28th Feb., Rice and Wood—B. & S.

Locksun, Ger. s.s., 1,020, W. Tabert, 8th Mar.—Bangkok 27th Feb., Rice—B. & S.

Glosgar, Br. s.s., 73, H. A. L. Holm, 8th Mar.—Chili 26th Feb., Rice—B. & S.

Taming, Br. s.s., 1,35, A. W. Outerbridge, 8th Mar.—Manila 5th Mar., Gen.—B. & S.

Telemachus, Br. s.s., 1,30, J. Williamson, 4th Mar.—Saigon 26th Feb., Rice, &c.—Fat Seng.

Tiabow, Br. s.s., 93, T. R. Kidd, and Mar.—Tilakap, J. C. L.

Raleigh, Am. cruiser, 3,213, F. Fletcher, 8th Mar.—Manila 3rd Mar.

Hilary, Ger. s.s., 1,276, H. Uecker, 9th Mar.—Sourasura 23rd Feb., Sugar and Gen.—S. W. & Co.

Shansi, Br. s.s., 1,28, Boyd, 9th Mar.—Canton 8th Mar., Gen.—B. & S.

Nichibei Maru, Jap. s.s., 420, S. Sone, 9th Mar.—Wakamatsu 3rd Mar., Coal and Gen.—M. B. K.

Tungus, Nor. s.s., 1,839, C. L. Halvorsen, 8th Mar.—Saigon 3rd Mar., Rice—Agaard, Thoresen & Co.

Clearances at the Harbour Office.

Standard, for Canton.—
Henlarsw, for Nagasaki.
Etsu Maru, for Yokohama.
Jotkin Maru, for Swatow.
Ukrainian, for Swatow.
Sanuki Maru, for Kobe.
Molla, for Shanghai.
K'yo Maru, for Saigon.
Ihaku, for Shanghai.
Nichibei Maru, for Canton.
T'fubos, for Batavia.
T'fubos, for Yokohama.
T'lnou, for Pakhoi.
Signal, for Swatow.
Lightning, for Singapore.

Departures.

Mar. 9.

Delhi, for Europe.
Molla, for Shanghai.
Tsingtao, for Manila.
Hoibow, for Hoibow.
Bushi Maru, for Rangoon.
Providence, for Paphong.
Sanuki Maru, for Saigon.
Drungketh, for Wizagapatam.
Nub, for Manila.
T'fubos, for Batavia.
T'fubos, for Pakhoi.
Signal, for Swatow.
Lightning, for Singapore.

Passengers arrived.

Per Japara, from Illoilo—Messrs. Dertela, Rutenferd and Child, and 3 children, and 36 Chinese.

Passengers departed.

Per Delta, from Hongkong for London—Inspector W. and Mrs. Robertson, Miss Robertson, Masters A. Robertson, 1. Robertson, N. Robertson, C. Robertson, W. Robertson, Mr. and Mrs. Firth and mid. Mr. G. A. Maclean, Mr. and Mrs. W. T. Ellis, Mr. J. H. Fiction, Mrs. J. C. Hughes, 2 sons, infant and amah, and Mr. G. Keeble, For Gib altar—Mr. and Mrs. H. Hogan, and Miss Hogan. For Brindisi—Mr. H. F. Smith, For Colombo—Dr. G. A. Cox, For Penang—Rev. and Mrs. B. F. Van Dyke, Mr. Chan Ip-long, Mrs. Lau Han, and Mrs. Wong Kam, For Singapore—Messrs. C. E. Hodges, P. K. Knyet, Edwin Phillips, W. R. Young and G. W. Graham.

Shipping Reports.

Per Locksun, from Bangkok—N.E. gale, heavy seas and swell.

VESSELS IN PORT.

STRAMMEL.

Amyo, Ger. s.s., 981, Blanck, 7th Mar.—S. 28th Feb., Rice—S. W. & Co.

Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 8th Mar.—Haiphong 3rd Mar., and Hoibow, th, Pigs and Gen.—J. & Co.

Dagny, Nor. s.s., 883, O. Abrahamson, 5th Mar.—Cancun 4th Mar., Gen.—Agaard, Thoresen & Co.

Amoy, Ger. s.s., 981, H. Haraldsen, 5th Mar.—Bangkok 24th Feb., Gen.—

Agaard, Thoresen & Co.

Hongkong, Br. s.s., 2,554, Wm. Dawson, 8th Mar., Singapore 28th Feb., Gen.—Chi-nese.

Hongsing, Br. s.s., 1,139, J. M. Hay, 4th Mar.—Juana, (Java) 22nd Feb., Sugar—J. M. & Co.

Huichow, Br. s.s., 1,217, E. Forsyth, 8th Mar.—Canton 8th Mar., Gen.—B. & S.

Joshin Maru, Jap. s.s., 1,400, H. S. Smith, 6th Mar.—Tamsui Port 3rd Mar., Gen.—O. S. K.

Kiyo Maru, Jap. s.s., 1,448, S. Hirai, 3rd Mar.—Salon 25th Feb., Rice, Paddy and Flour—Gilmil & Co.

Kyoto Maru, Jap. s.s., 1,163, T. Yoshihara, 6th Mar.—from Mcil. Coal—Ataka & Co.

Korea, Am. s.s., 5,651, S. Sandberg, 5th Mar.—San Francisco 6th Feb., and Shanghai—2nd Mar., Mails and Gen.—P. M. S. S. Co.

Laiyang, Br. s.s., 3,430, E. J. Tadd, 8th Mar.—Calcutta 19th Feb., Penang and Singapore 1st Mar., Gen.—J. M. & Co.

Liberia, Ger. s.s., 2,178, Kier, 8th Mar.—Singapore 28th Feb., Gen.—Meyer & Co.

Longgang, Br. s.s., 1,002, A. G. Smith, 4th Mar.—Masilia 4th Mar., Gen.—J. M. & Co.

Lydja, Ger. s.s., 1,340, C. Meyer, 7th Mar.—Salon 28th Feb., Rice—S. & Co.

Mackie, Ger. s.s., 900, R. Zellner, 3rd Mar.—Bangkok 30th Feb., Rice and Teakwood—B. & S.

Margit, Am. s.s., 721, J. A. R. Cushing, 2nd Mar.—Singapore 24th Feb.

Nanchang, Br. s.s., 1,040, U. Graves, 7th Mar.—Amoy 5th Mar., Ballast—B. & S.

Singapore, Ger. s.s., 1,021, F. v. Mangelsdorf, 4th Mar.—Bangkok 20th Feb., Rice and Gen.—M. & Co.

Phuyn, Fr. s.s., 2,100, Boulison, 23rd Feb.—Canton 23rd Feb., Gen.—B. & Co.

Prominent, Nor. s.s., 746, Christiansen, 25th Feb.—Illoilo 20th Feb., Sugar—Agaard, Thoresen & Co.

Rajahut, Ger. s.s., 1,180, O. Koch, 8th Mar.—Bangkok 1st Mar., Rice—B. & S.

Rubi, Br. s.s., 1,610, R. W. Almond, 4th May.—Manila 2nd Mar., Gen.—S. T. & Co.

Qinn Maru, Jap. s.s., 1,395, T. H. Matsumoto, 2nd Mar.—Kobe 2nd Feb., Gen.—Yee Hing Tai.

Shouho Maru, Jap. s.s., 900, M. Nemoto, 8th Mar.—Shanghai via Foochow, Amoy and Swatow 7th Mar., Gen.—O. S. K.

Signal, Ger. s.s., 960, G. Schlaikier, 8th Feb.—Singapore 29th Jan., and Hoibow 7th Feb.—Gen.—J. & Co.

Sorotan, Am. s.s., 428, Vitterus, 7th Sept.—Manila 4th Sept., Ballast—order.

Standif, Nor. s.s., 891, H. N. Bell, 7th Mar.—Sniggo 1st Mar., Rice—Agaard, Thoresen & Co.

Taming, Br. s.s., 1,35, A. W. Outerbridge, 8th Mar.—Canton 26th Feb., Rice—B. & S.

Telemachus, Br. s.s., 1,30, J. Williamson, 4th Mar.—Saigon 26th Feb., Rice, &c.—Fat Seng.

Tiabow, Br. s.s., 93, T. R. Kidd, and Mar.—Tilakap, J. C. L.

Raleigh, Am. cruiser, 3,213, F. Fletcher, 8th Mar.—Manila 3rd Mar.

Hilary, Ger. s.s., 1,276, H. Uecker, 9th Mar.—Sourasura 23rd Feb., Sugar and Gen.—S. W. & Co.

Yonemaru Maru, Jap. s.s., 1,750, S. Todoroki, 2nd Mar.—Mojii 23th Feb., Fish, Matches and Gen.—Fook Sang & Co.

Yruha, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast—Yeng Chung.

Steamers Expected.

Vessels	From	Agents	Due
Ceylon Maru	Singapore	N. Y. K.	Mar. 10
Tango Maru	Shanghai	N. Y. K.	Mar. 10
Emp. of China	Shanghai	C. P. & Co.	Mar. 11
Ceylon	Singapore	P. & O. Co.	Mar. 12
Changha	Thursday	B. & S.	Mar. 12
Aragonita	Japan	P. & Co.	Mar. 12
Zieten	Singapore	V. & Co.	Mar. 13
Japan	Calcutta	D. & Co., Ltd.	Mar. 13
America Maru	Japan	T. K. K.	Mar. 13
Namang	Calcutta	I. M. & Co.	Mar. 20
Totomi Maru	Bombay	N. Y. K.	Mar. 20

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Kwongchow ... at Kwinnow Lock

Emeraude ... " "

Sorogon ... " "

Fronde ... " "

Z. V. de Aldcoa ... " "

T'liajap ... " "

Loongang ... " "

Wonkoi ... " "

Prins Sigismund ... " "

Rubis ... " "

Saphir ... " "

Peng Fei ... Cosmopolitan

Shanshi, for Saigon.

Benlawers, for Japan.

Passenger arrived.

Passenger departed.

Ship Passed The Canal.

12th February—Neptune, Frischer, Frans Ferdinand, 13th February—Salazie, Onofra, Aramona, Ping Suey, St. George, Nubia, Riviera, 19th February—Aphiles, Bantuan, Japan, Zieten, 23rd February—Menelaus, Polynesia, Seydlitz, Prince Hettich, 26th February—Benzon, Brigavilla, Mongomeryshire, Sumatra, Nubia, Patroclus, Falcon, Dorothy, Kopnord, S. Oswald, 1st March—Ambria, Borneo, Dioclesion, Glenroy, Glenang, Merionethshire, Oceanus, Spezia, Wray Castle, 5th March—Renauder, Christopher, Indian Java, Prince Regent Lutidolf, 8th March—Kormato, Grettason, Idemeneus, Ville de la Cite, Koranna, Inaba Maru, Wakasa Maru, Fossombrone, Schonfels.

Arrivals at Home—12th February—Stam, Glacius, Elantara, 13th February—C. Ferd. Lecuis, Flinstrike, Keenun, Htach Maru, St. Domingo, 19th February—Namur, 23rd February—Bellorosa, Hohenstaufen, Kershering, Frans Ferdinand, Salazie, 24th February—Ping Suey, 1st March—St. Patrick, Andalufia, 4th March—Nubia, 5th March—Ghaze, Kanawaga Maru, Verona, Achilles 8th March—Oceanus, Seydlitz, Prince Heinrich.

Visitors at THE HOTELS.

HONGKONG.

Adams, P. R. ... Harman, Mrs. & maid

Akiissam, W. ... Hewitt, Hon. E. A.

Akiissam, Mrs. W. and ... Hewitt, Mrs. F. A.

2 children ... Hill, W. H.

Ainey, Miss G. N. ... Hosie, A.

Anderson, Mrs. R. and ... Rutherford, E.

Anderson, Mr. and ... daughter, Innes, Capt. R.

Angier, Mr. and Mrs. James, F. H. ... James, F. R.

Apca, G. ... Joli, J. P. F.

Bailey, Mr. and Mrs. Joseph, R. M.

Barreto, Mr. and Mrs. Judeil, L.

B. E. ... R. E. 4 children and Leiser, R.

Barnes, W. D. ... Linton, P.

Battiscombe, H. G. ... Lilleyellin, M.

Beattie, R. B. ... Logan, Mr. & Mrs. W.

Bahrens, Mr. and Mrs. Longsdon, Mr. Mrs.

Behrens, Misses (3) ... Lynde, M.

Bierivist, A. Van (Vice-Consul for Belgium) ... Lyon, Mrs.

Bindi, R. J. ... Malden, G. F.

Brickell, R. J. ... Mark, Steen

Bisney, Mr. & Mrs. S. ... Marriott, Dr. O.

Blanch, Mr. and Mrs. Massey, Miss K. A.

Block, K. ... McLeuning, A.

Blount, Mr. and Mrs. Moore, A.

Bonnet F. ... Moore, S.

Brewer, Dr. A. ... Moore

The Hongkong Telegraph.

MAIL SUPPLEMENT.

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- Seattle-Oriental Shipping.
- Commercial.
- Local and General.

BIRTHS.

- On February 7, 1907, at Wenchow, to Rev. and Mrs. A. H. SHARMAN, a daughter.
- On February 24, 1907, at Wuchow, the wife of HAROLD F. KING, of a daughter.
- On March 2, 1907, at Shanghai, the wife of Capt. JOHN MACARTHUR, of a son.
- On the 3rd inst., at Government Civil Hospital, the wife of EDWARD JONES, of a daughter.

MARRIAGES.

- On March 2, 1907, at Shanghai, JOHN OLIVER, second son of the late James Barnes Esq., of Felixstowe, Suffolk, to ISABEL TAGGART BAIN, second daughter of Mr. J. B. Roach, of the Municipal Electricity Department, Shanghai.
- On March 5th, 1907, at Canton Christian College, born by the Rev. O. F. Wisner, D.D., CARL CLYDER RUTLEDGE, of Hongkong, to ANNA KETNRAH EDMUND, daughter of Mr. James R. Edmunds, of Baltimore, U.S.A.

DEATHS.

- On February 23, 1907, at Shanghai, SYDENHAM MOUTRE, aged 52 years.
- On February 27, 1907, at Shanghai, P. L. SWENSEN, late of H.B.M.'s Post Office, Shanghai, aged 23 years.
- On February 27, 1907, at Shanghai, BREAN ATKINSON, aged 41.
- At Shanghai, on the 28th February, 1907, CASIMIRO PEREIRA SIMOES, late of Amoy.
- JOSEPH MITCHELL, Lighthouse Keeper of Green Island Lighthouse, on the 4th inst.

ACKNOWLEDGMENT.

- Mrs. J. MITCHELL desires to return her heartfelt thanks to her friends for the many expressions of sympathy in her recent bereavement.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MARCH 9, 1907.

CANTON-KOWLOON RAILWAY.

(4th March.)

The representatives of the British and Chinese Corporation, who have obtained the Agreement for the construction of the Chinese section of the Canton-Kowloon Railway, appear to be losing no time to put into operation the terms of the Agreement. According to our Canton correspondent, Viceroy Chow Fu, on the representation of the British concessions, it is receipt of a despatch from the Ministry of Posts and Communications at Peking requesting the Viceroy to ascertain to what extent the Southern Chinese are willing to subscribe to the shares of the railway. It must be remembered that, according to one of the published terms of the Agreement, "work on the railroad is to be started within eight months of the signing of the Agreement," failing which the Agreement is to be annulled. In giving immediate effect to instructions from Peking, H.E. Chow Fu is, therefore, exhibiting

commendable spirit of promptitude in securing Chinese capital for the undertaking whose completion from his view-point cannot but redound to the benefit of Hongkong "and to the trade of his own country." Such was the prediction of his Excellency on the occasion of his reception in Hongkong in November last en route to Canton to take up his new appointment there. From our correspondent's information, Taotai Wen has made his first and principal objective the Colony of Hongkong, where he arrived yesterday with the object of obtaining subscriptions to shares of the Railway Company which is to build the Chinese section of the Canton-Kowloon line. Seeing the eagerness with which the Chinese flocked to Canton previous to the allotment of the shares in the Canton-Hawick railway, and the large subscriptions obtained from all parts of China and the Chinese abroad, there is no reason to doubt that Taotai Wen's mission will be other than a complete success. It has been credited to the people of Southern China that, as a race, they are pre-eminently the shrewdest, the smartest and the cleverest of the commercial class of China. With their business acumen and the knowledge which they derive from the fact that the Colonial Government is pushing forward with all haste, compatible with efficiency, the construction of the section designed to link up the northern half originating from Canton, it may be regarded almost as a certainty that native capitalists are bound to look with considerable favour upon an enterprise which is certain to be remunerative to its promoters and shareholders. With the guarantee of joint British and Chinese management under a British engineer-in-chief, and vested as the Agreement is in the hands of the Hongkong and Shanghai Banking Corporation and one of the leading British firms in Hongkong—Messrs. Jardine, Matheson & Co.—the undertaking possesses all the elements making for security, and the success which its completion and subsequent operation cannot fail to secure for its owners.

MARITIME INTERESTS.

Recently, reference was made to the publication of a document issued by the Director of Sicawei Observatory by which masters of vessels were informed of a scheme arranged for the transmission of meteorological warnings to lighthouses along the coast. It is now announced that with reference to the storm-signal repeating code, to come into use next May—about the beginning of the typhoon season—it is proposed to introduce along the coast of China numerous semaphores, repeating to the passing navigators the gale and typhoon warnings. In the course of his latest circular the Director states that owing to the kindness of the I. M. Customs, and with the liberal assistance of the Chinese and most of the foreign telegraph companies, the signals sent by the Sicawei Observatory are transmitted to the principal ports. The neighbouring governments have taken the same step. Vladivostok, Tsingtau and Weihaiwei. This might, strictly speaking, answer the want of the ships sailing from the harbours. But when in the offing no information is obtainable, from the shore, except when passing in sight of Lukungtiao and Gutzlaff. Moreover, a numerous—and very interesting maritime population, viz., the junk and fishing boat people, are helplessly abandoned to a few empirical prognostics, not without value, but practically inadequate to prevent human catastrophes, which we have to deplore every year, when the mighty typhoons play havoc along the shores. It will probably be a long time before we have telegraphic connection with the most important signal places. To go ahead, the Observatory must needs rely upon the help of the commanding officers. But the deep feeling of solidarity and mutual fraternity is so well known and so proverbial among sailors, that, after consultation with the Coast inspector, it was judged quite safe to make a start. The Surveyor General has consequently granted the erection of 25 semaphores at the points named in the code, to repeat the warnings, as explained there.

THE QUESTION OF FIRE ESCAPES.

(5th March.)

As the result of a disastrous fire which occurred the other day in the central district of Victoria—in which six persons were burned to death—a matter of supreme importance to the native residents in the more crowded sections of the city was brought to light at the inquest which followed. The fire began in the lower floors while the inhabitants were asleep, with the result that before assistance could be rendered, and the residents brought to a realisation of their danger, all escape by the ordinary staircase had been cut off and safety could only be attained by way of the roof. From the evidence adduced, the only means of gaining the roof was by way of a bamboo ladder, the usual rickety arrangement in no way designed to prove adequate in times of emergency. The usual panic occurred among the affrighted people, and before half of the tenants had been dragged to safety the ladder took fire and six lives were lost. One of the jurymen suggested that under the Public Health and Buildings Ordinance certain provisions are included for the erection of fire escapes in tenement houses, and certain recommendations were made by the jury as to the necessity for ensuring the enforcement of the law on this subject. To begin with, everybody knows how absolutely absurd are the means of quick egress from buildings which are solely occupied by the poorer classes of Chinese. The staircases are ridiculously narrow, almost perpendicular, and invariably dangerous in ordinary times when there is no occasion for the resident to make a hurried exit. Even in houses of modern construction no attempt has been made to depart from the custom of curtailing the width of the passage-way. The whole aim and object of the builder seems to be to snatch every available inch of space from the staircase at the expense of any reasonable degree of convenience. The wood employed in the construction of these houses is of the commonest description, as dry as tinder and, therefore, ready to ignite on the slightest pretence. If the staircase goes, there is only one refuge and that is the roof, but to reach

the roof the fugitives must make use of some antiquated ladder, which itself is as inflammable as the staircase. In a rider to their verdict the jury in question said: "We would recommend that section 149 of the Public Health and Buildings Ordinance of 1903, with regard to fire escape, be strictly enforced." Now, it will be interesting to turn to section 149, which the jury evidently believed would meet the question. The section reads: "Every new building shall be provided, on every storey, the floor of which is more than forty feet above the level of the street, with such means of escape in the case of fire for the persons dwelling or employed therein, as the Building Authority may reasonably require." The provisions of this section shall, after the expiry of three years from the date of the commencement of this Ordinance, apply to existing buildings." No doubt those who framed the Ordinance were animated by the most laudable desire to enable those residing in tenements to escape from a burning building even if the lower storeys forbade egress by the ordinary passage. And the jury had the same end in view when they added their rider to the verdict. But a brief consideration of the section will show that it is practically useless as a precautionary measure. For instance, it only applies to buildings where the floor is 40 feet from the level of the street. In the case of the Loi Lane fire, the highest floor was less than 40 feet from the street, yet more than half the residents were caught in a death-trap. Besides, at a height of 40 feet from the ground the tenant might be in as great danger of their life as they would be in a building ten feet less than height. So that the rider to the verdict, although added in all or a fair amount of intent, might appear to have done an injustice to those whose duty it was to see that the provisions of the Ordinance were carried out. Again, the section simply speaks about "means of escape" and gives no indication of what the Building Authority might "reasonably require." It might be held that a rope was a sufficient means of escape, but what would be quite satisfactory so far as adults were concerned would not always meet the requirements of children. In many respects the Ordinance as it stands is incomplete, ambiguous and crude. It will have to be improved out of recognition before it can be considered an effective instrument; and one can only trust that the Public Health and Buildings Ordinance Commissioners, who are said to have practically concluded their work, have not overlooked this vital point, which means so much to the community in general.

THE CHINA MERCHANTS' COMPANY.

(6th March.)

The China Merchants' Steam Navigation Company has long held a prominent position in the shipping world of China, and may fittingly be described as the Cunard Line of China. Hitherto, the Company, although owned and controlled by Chinese shareholders in the North and South, in the Straits, and, in fact, wherever Chinese subjects have settled, has not been registered as a limited liability company, for the very good reason that until the formation of the Ning Kung Shangpu, or Ministry of Agriculture, Works and Commerce, there existed no registration laws in China. Since the formation of the Ministry of Commerce, however, and the enactment of laws affecting the registration of companies, it has become practicable for corporations to be registered on lines very similar to those obtaining with us. As we record in a special telegram from Shanghai last week, a meeting of the shareholders in the China Merchants' Steam Navigation Company was held with the object of electing special representatives of the company for the purpose of registering it as a commercial concern in the Ministry of Agriculture, Works and Commerce. According to our information, the promoters of that meeting had the object of registering the company in view some three months ago, and they proceeded with great diligence to secure their end, and at the same time to conform to the articles of association, by obtaining the required majority to elect a board consisting of the following gentlemen: H.E. Shen-Kung-pao, Taotai Shen Tun-ho, Taotai Chou Chin-chén, Chairman of the Chinese Chamber of Commerce and Director of the Chinese Telegraph Company; Taotai Wong Sze-chan, Director of the Imperial Bank of China, and Taotai Yu Ya-ching, compradore of the Netherlands Bank. Strictly speaking, while this board is not constituted entirely of the official element, the character of its constitution did not entirely commend itself to those Cantonese shareholders who were present at the meeting, but as they were in the minority the voice of the majority prevailed. It was stated that those present represented some 22,816 shares, or over half the share capital of the concern, and the nominations submitted were adopted. This procedure, not meeting with the concurrence of the Cantonese shareholders in the North, they promptly telephoned to their compatriots in Hongkong and Canton, with the object of obtaining the support of the latter in a joint protest against the board elected by the Shanghai shareholders. In response to that appeal, a meeting of shareholders was held in Hongkong on Monday, H.E. Cheong Pat-tz, who presided, being supported by H.E. Wu Ting-fang. The result of that meeting has already been published. Three resolutions were passed. The first was to the effect that the local shareholders were entirely in favour of the proposal that the concern should be registered as a limited liability company. The local shareholders, however, declared their

objection to the constitution of the board elected in Shanghai, holding, as one of those present put it, that the Northern shareholders were going behind the backs of the shareholders abroad. Cantonese members expressed the belief that the registration of the company could be quite as effectively secured through the instrumentality of the present board of directors and officers of the company, contending that the latter were a more representative body, since they comprised both the official element as well as members of the mercantile community, and, consequently, were more intimately concerned with the interests and requirements of the company. They further contended that the articles of association empowered the present officials to effect the registration, and no necessity existed for the appointment of a specially constituted and entirely independent body, such as that proposed. Dissatisfaction was also expressed with the shortness of notice that had been given to the primitive conditions prevailing in the days of our antediluvian ancestors, and live "the simple life" of the hill and the forest, far from the madding crowd of the city and the town. We must not eat this, we must not wear that, we must not touch the other, we are told by these wiseacre alarmists, until they would have us go hungry and naked till we die. That germs are always with us we must admit and be prepared for, especially in the tropics, but that is no reason why we should go out of our way to look for them in unexpected places, and, finding them, blazon them to the world by way of the latest scare. Here in this city we know, from the very condition of the soil, and the drainage system, or the want of it—that we are threatened daily, nightly, and hourly by these little horrors, the germs of this or that, and every one, more or less takes ordinary precautions to avoid coming in contact with them, as far as lies in one's power. Under all these circumstances the result of a case which came before Mr. Melbourne at the Magistracy this morning, cannot but be read with much dissatisfaction. That the law is in fault we have no doubt, and the Magistrate can only administer the law as he finds it. But if it is so, why is it so? In the case under consideration two coolies were charged at the Police Court with turning over the heaps of garbage placed at West Point to the scavenger junks to carry out to sea, their sole object being to discover, if possible, something worth their labour, and from which they could provide themselves with at least one day's keep. There might be no particular harm if that were as far as they went, but they did not stop there. With a thoroughness worthy of a better cause, and quite unusual in the Chinese of the lowest classes, they turned the hoops over to such purpose, that the refuse was scattered and spread in all directions, causing the emission of noxious odours and gases, rendered more noxious by the turning over, and attracting the germ-carrying flies to the spot. The charge against the men was proved; and what was the result? They were bound over in the sum of \$25 each to be of good behaviour for three months. The result would have been the same if they had been the means of flooding West Point, and, through that district, the whole Colony, with an epidemic of disease. Two days ago, a nightsoil coolie was fined \$25 for dumping nightsoil on the back of houses on the Peak—fifty and dangerous habit—he was fined \$25. The fine is paid in the first instance by the contractor in whose service the coolie is, so what cares the coolie? He pays the fine eventually by means of deductions from his pay, but so small are these, of necessity, that he does not feel that he is being punished at all, for the law does not allow the contractor to thrash his offending servants. Possibly even probably—the legislators, when they dealt with these offences, considered that the penalties provided were "quite exemplary enough to meet the gravity of the case," but that as it may, the fact remains that our health, and even our lives, might be at the disposal, and at the sport of any ignorant coolie who chose to disobey the first laws of sanitation. Let the law be made really effective for dealing with these cases; and then, perhaps, we shall hear of the Chinese of the class we have mentioned taking to heart the English proverb with slight variations, "let sleeping dogs (as well as garbage heaps) lie."

sides of us—to-day it is the chit-book which threatens us; anon it is the very necessary envelope; to-morrow it is the yesterday's blotting-pad; and again it is a hundred and one things which we daily eat, drink, wear and use. The menace is an unceasing one, and also an increasing one, until it comes to this, that if we are to place any credence on these marvelous discoveries of the searchers after germs and bacilli, then there is but one course left open to us—to revert to the primitive conditions prevailing in the days of our antediluvian ancestors, and live "the simple life" of the hill and the forest, far from the madding crowd of the city and the town. We must not eat this, we must not wear that, we must not touch the other, we are told by these

We beg to inform you that we have received the following telegram from Tokyo:

"The Dakota went on shore at Nojimasaki with slight damage, yesterday evening, forty miles from Yokohama. Mail, passengers and crew saved."

CLAIM FOR MONEY LENT

TO A PAKHOI MERCHANT.

1 Summary Jurisdiction at the Supreme Court on the 7th inst., before His Honour Mr. A. G. Wise, Vice Judge, presiding, Lo Sin Tung and Choy Quan Shau, carrying on business as bankers at Pakhoi, in the Empire of China, sued Chan Yuk Sang, of No. 76, Sheung Wan market, and Wong Pui Hing of No. 236, Des Voeux Road, West, carrying on business as Pakhoi Sang Cheung, at No. 236, Des Voeux, West, Victoria, and at Pakhoi, for the recovery of the sum of \$833.34, being the amount of money lent by plaintiffs to defendants on the 6th December, 1905, together with interest thereon, and the costs of this action.

Mr. F. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs.

Mr. Otto Kong Sing representing the defendants.

Evidence was heard.

ALLEGED KIDNAPPING.

"WAS ASKED TO NURSE IT."

4b inst. A somewhat curious case of alleged kidnapping was called before Mr. C. A. D. Melbourne at the Magistracy this morning, when one Li Yut Kiu, residing at No. 5, Erta Lane, was charged with stealing a child eight months of age, from the custody of its grandmother, Hing Kan, on the 12th Feb. last. According to the story for the prosecution, the accused went to complainant's house, No. 70, Third Street, on the day in question, to visit the family, with whom she was on very good terms, and there found the grandmother nursing the child. They sat down together and conversed upon general matters until, after a while, the grandmother, saying that she had something to look after in the kitchen, asked the visitor to hold the child, at the same time handing it over, and then left the room, leaving the accused nursing the child. After a while the grandmother returned to the room in which she had left the visitor, only to find that the latter, together with her charge, had disappeared, leaving no sign and no message. The grandmother, in a frantic state, went off and reported the matter to Inspector Collett, who sent his myrmidons out on the search, but nothing was seen either of the kidnapper or of the kidnapped for three weeks. Yesterday afternoon, however, while passing along Pottinger Street, detective sergeant 137 saw Li Yut Kiu, with the missing child in her arms. The woman was immediately arrested and taken to the Station, where she said he did not steal the child, she only took it because she was asked to nurse and take care of it, and she was doing so! The case was remanded.

WHY REMAIN IN HONGKONG?

In Mr. F. A. Hazelton's court, this morning, Chief Detective Inspector Hanson charged Lal Kam, a boarding house runner, of No. 21, Des Voeux Road, Central, and Chan Leung, a coolie, residing in a matchstick at Quarry Bay, with attempting to kidnap a youth, sixteen years of age, on the 4th instant. Although no evidence has been taken as yet, the particulars of the case, as given us, read as follows: Tseung Kwai, the youth, works with the second defendant in a matchstick at North Point. He has no guardian in Hongkong, his widowed mother, whom it is stated, is his supervisor, residing in the interior. Of late, we are told, the coolie has been speaking to the boy of "foreign lands and the fortunes that could be made there in a short while." The boy, however, refused at first to listen to any tall yarns—but he was coaxed on Monday last, as saying, "Let us leave this country and go elsewhere where we can make more money. Why remain in Hongkong?" The boy thought of his mother, he thought of the large sum of money he would be able to send her when he reached "land of gold fields," and finally decided to cross the ocean. On Monday night they decided to shift. The lad was taken to the boarding-house runner's house where he was kept until yesterday, when he was put on board

later "from information received" he searched No. 233, Queen's Road West, and there found four cases of Three Castles' cigarettes, valued at \$1,700. On the following morning witness visited shop No. 233, Queen's Road Central, second floor. He found there thirty-one boxes of Egyptian Delight tobacco, valued at \$20. That day he went to the office of the British-American Tobacco Co., Ltd., Bank Building, where he arrested the first defendant. On making inquiry into the case, witness said, he was given to understand that goods to the value of \$10,000 have been stolen from the complainant firm and that part of the goods was in Macao. The reason, he concluded, why he objected to the first defendant being released on bail was that the chance of recovering the rest of the property would be remote.

When the case was opened Mr. Stephens started to call his witnesses without outlining the facts of the case.

Mr. Gardiner—We want the case outlined.

Mr. Stephens—I will not do it.

Mr. Gardiner—It is the custom.

Mr. Stephens—I don't know that it is.

Mr. Goldring—We are entitled to it.

Mr. Stephens—I am going to call Mr. Harrison and I don't see why I should outline the case when I have my witnesses to do that. I might be wrong on some point.

After further argument Mr. Stephens was allowed to follow his own course.

Mr. Harrison, the manager of the Hongkong depôt of the British-American Tobacco Co., called, said that the company had a godown at No. 6, Cross Lane, Wan Chai. This godown was in charge of a coolie, who has since absconded. All the goods in this godown, he said, belonged to his company.

"Did you on the 28th February issue any order for four cases of Three Castles' cigarettes for the Royal Garrison Artillery Institute?" asked Mr. Stephens.

"I never did," witness answered.

"Do you know if the cigarettes seized by the police were sold?" "No."

Continuing, witness said that the cases of Three Castles' cigarettes in question formed part of twelve cases ex s.s. *Bingo Maru*, which arrived here some weeks ago. No part of this shipment was sold and the twelve cases still stand intact in the company's books. Witness thought that the godown keeper would be acting against explicit instructions and contrary to long established custom if he issued goods of a later arrival before those of an earlier arrival had been sold. In consequence of shortages in stock witness paid a visit to the godown and found a case of Pirate cigarettes booked for a certain firm. Some time in November last witness handed first defendant an order. He was to go over to the Kowloon godowns, take charge of the cases of tobacco, have them transported to West Point and burn them.

Defendant returned at five o'clock that evening and said: "I have seen that tobacco destroyed." The second accused presented a bill for the use of petroleum which, he said, was used for destroying the tobacco. Witness instructed first defendant to deal in a similar manner with a shipment about 5th or 6th February. Witness is quoted as saying that it comes cheaper burning the tobacco here than returning it to England where duty will have to be paid. Part of the Egyptian Delight tobacco now in the hands of the police formed part of the shipment which was supposed to have been burnt during the earlier part of February. In the case of the second shipment witness asked Kane that afternoon whether he had done all that was wanting of him, and he replied: "Yes." Instead of burning the goods the defendant, so it was alleged, got rid of a number of cases to several shopkeepers at West Point.

The case was adjourned.

ALLEGED ROBBERY AT KOWLOON.

HOUSEBOY'S EXPERIENCES.

5th inst.
Pui Leung, a cook, residing at Kowloon, was arraigned before Mr. F. A. Hazelnd, this afternoon, at the Police Court, charged with committing robbery with violence. The complainant was a small "houseboy" (Wan Kan), in the employ of a family at No. 1, Lochiel Terrace, Kowloon. On the afternoon of 1st February last, he said, he was alone in his master's house, the No. 1 houseboy having gone to Hongkong to make a purchase. During his absence witness heard a knock at the front door, and on going to investigate saw defendant. He was wearing a European cap and a pair of spectacles. Witness opened the door and accused entered the house. He asked for the No. 1 "boy" and was told he was not at home. He asked what time the "boy" was expected back. He was told about three o'clock. Defendant then left, but very shortly returned, and on being admitted, demanded the keys. Witness said the houseboy had taken them away, whereupon defendant took the key out of the kitchen door and tried to open the "boy's" room with it. The key would not fit, so accused seized complainant, and said: "If you do not hand up the keys I'll stab you to death." Defendant then tied the lady's hands, and feet with string, lashed him to a settee, and threw a thick quilt over his head so as to drown any noise, after which he left the room, locking the door behind him. In his uncombed position witness heard a window being smashed. Witness, after a struggle, succeeded in shaking the quilt off him, but just at this minute accused re-entered the room. "Look out now," he said, "if you try to escape you'll be stabbed to death." Accused left the room once more. During his absence the lad managed to free himself. Accused by that time had escaped. About a month later accused returned to the house, but witness was afraid to tell the houseboy in presence of the treatment he had received at his hands. When accused left, however, he told everything, which led to accused's arrest.

Further evidence was heard and the case set for another hearing.

COUNTERFEITER CONVICTED.

A RECORD FINE:

8th inst.
The Tsim-tsa-sui Police established a record for the year at the Police Court, this morning, when their representative succeeded in getting one of their prisoners fined a sum which ran into four figures—a record which will require some hunting. Shortly before eleven o'clock last night while Police Constable Wills was on duty near the coal sheds at Kowloon he noticed a coolie, carrying a bundle on his shoulder, coming in his direction. The size of the bundle and the curious behaviour of the man aroused his curiosity, and he was stopped and searched. Nothing incriminating was found on the man's person, but in his bundle a huge amount of, what the officer first thought was silver, was discovered. He was arrested and taken to the Station. There the man said he was J. Sung Ying U, a tinsmith by profession, residing at No. 37, Temple Street, Yau-mati. The "money" was tested and counted, and of \$35 twenty-cent pieces every coin was declared to be counterfeit. At the Police Court this morning, he was arraigned before Mr. F. A. Hazelnd in answer to the charge. He admitted possession, but refused to say from where he got the spurious money. His Worship fined him \$3 for every counterfeit coin, making a total fine of \$2,355, or in default six months' hard labour. He was also ordered to be placed in the stocks for six hours. Needless to say the fine was not paid.

DANGEROUS CHARACTER.
ASKED FOR MONEY—GETS IRON BAR.

A Chinaman, who at one time was wanted by the city police for attempting to commit a double murder in Des Vaux Road West by attacking a man and his wife with a pair of scissors, but who, together with the injured couple "jumped the city," thereby quashing the case as far as the police was concerned, as one of the injured parties, it was alleged, died in Canton from the injuries, was arrested yesterday afternoon, at West Point, on a charge of assault. The complainant was Cheung Sam, a coolie, residing at No. 216, Hollywood Road. What was the cause of the trouble was not stated, but it is believed money was at the bottom of it. Complainant, it was said, lent accused some money a year or two ago. Accused disappeared from the island for some considerable time. They met yesterday, complainant pressed the lady sex wrote the orders as to the manner born, and in fact no two ladies seemed alike, so varied were the regalities worn. There were ladies of the Rose Croix, the Royal Arch Chapter, the Ancient Order of Mariners, and ladies who were "master masons." There were ladies in the dark green of the District Grand Lodge, in red regalia and in the English blue regalia. To the looker on it was a novel and picturesque blending of colour. The floor was in excellent condition, probably just a little too slippery early in the evening, for square dances, but ideal for walking. The Calcutta string band, as on former occasions, provided the music, which was delightfully rendered. The concluding dance is to be a "calico" fancy dress ball to take place on Wednesday, April 3rd, and will undoubtedly prove an excellent finale to a very successful season.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in the column.)

THE PARSEE TELEGRAM.

To the Editor of the "HONGKONG TELEGRAPH."
SIR,—In your last Friday's issue, there appeared correspondence concerning the Parsee community should hold a meeting to send a reply to His Majesty's telegram, regarding his love towards his Parsee subjects.

Perhaps your Parsee readers are unaware of the incident that induced the Shah to send that telegram to His Excellency the Governor.

A Parsee firm of the Colony had received a telegram recently from their Bombay Agency about the murder of a Parsee merchant (who represented the Parsee firm in Persia) in Yazd, a town in Persia. It is said that the murder took place in a revolt, which arose on the accession of the present Shah, as other people wanted to give the Persian Throne to a nephew of the late Shah.

The Parsee firm wired to the Minister at Teheran, calling his attention to the unfortunate result of the revolt, and asking him to draw attention of the Shah to the incident. It is understood that the Shah, not knowing the firm of the Colony, wired to His Excellency. I don't think it is quite necessary for the Hongkong Parsees to reply to the telegram.—I am,

LOYALTY.

Hongkong, 4th March, 1907.
To the Editor of the "HONGKONG TELEGRAPH."
Sir,—The letter of Mr. "H. S. K." in the *Morning Post* appears of the writer's misunderstanding of sending a cable reply by Mr. H. N. Mody to His Majesty the Shah.

No such telegram has yet been forwarded, and that without the Parsees' meeting none has power to cable in the name of the community. Your correspondent's "Loyalty's" explanation as to the reason to induce the Shah to forward us the telegram through His Britannic Majesty's Minister is startling, but as to keep for the future safeguard to our poor Parsees living in Persia, it is necessary to cable the Parsees gratitude to the Shah for the further protection.

Almost every Parsee of Hongkong and Canton desire to have an immediate meeting to pass the suggestion, and it is hoped that Mr. Mody will be good enough to come out to preside the meeting.—Yours etc.,

"DETERIORATE LATHE NEVER."

Hongkong, 7th March.
TO THE EDITOR OF THE HONGKONG TELEGRAPH.

SIR,—I read with interest in your issue dated 20th inst., under "Local and General" news of the death of Mr. R. W. Crocker at Taunton. With regard to his married life being the longest, I believe, if I remember correctly, my grandfather's record beats it; my grandfather died at 98 years and his wife was about 94. His name was Mr. James Welch; he died a good many years ago but I think he beat Mr. Crocker by about one year. My father died about three months ago, age 82 years; my mother is still living, age 79. They celebrated their golden wedding just before his death. It is nice to hear of my birthplace after so many years. I knew Mr. Crocker well, I have been nine years in Hongkong and only met during that time one Tauntonian. If you know of anyone living from there I should be glad to hear of them and should very much like to hear from them as I must know them and they would know me.

Thanking you for same.—I am, etc., J. W. HARRIS.

37, Muirhead Road,
Shanghai, February 28th, 1907.

CRAIK CHI-DREN FUND

To the Editor of the "HONGKONG TELEGRAPH."

DEAR SIR,—Would you please publish that the above fund closes on the 18th inst., and those who have not yet forwarded their cheques might kindly do so before that date.

Thanking you in anticipation.—I am, &c., R. H. BAXTER,

Hon. Secretary,
Kowloon Dock Reading and Recreation Room
Kowloon Docks, 2nd March, 1907.

DROWNING FATALITY IN THIS HARBOUR.

WOMAN INKS IN FRONT OF HUSBAND.

A Chinese boatman, the wife of Chang Sing, master of first-class cargo-boat 7468, was drowned in the harbour last Thursday evening within sight of her husband, who was unable to give her any assistance. The matter was reported to Inspector Ritchie, at the Central Police Station, shortly after eight o'clock. The cargo-boat arrived in the harbour in the afternoon and anchored off the Harbour-master's wharf. At six o'clock, according to the report, the boatman, a *fohi*, his wife, an *au* himself rowed ashore in a dinghy. After they had made certain purchases the trio started to return to the cargo-boat. The woman worked the punting pole, while the two men rowed. Half way to the junk a steam-launch, the name of which is still unknown, steamed past and her backwash swamped the dinghy, throwing the occupants into the water. The launch people apparently did not see what had occurred, as they were some distance off when the dinghy was overturned. The woman, who was twenty-nine years of age, could not swim and sank immediately but a few yards from her husband and the *fohi*, who were also in difficulties, as they knew little of swimming. However, they managed to cling on to the overturned dinghy until assistance arrived. A search was then made for the body of the woman, but up to this morning no trace of it could be found.

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MASONIC REGALIA DANCE.

Under the auspices of the Scottish Masonic Quadrilla Association, writes a correspondent, a very successful "Regalia" dance was held last Thursday night at the City Hall. So popular have these monthly dances proved that it is hardly necessary to dwell on the sociability that characterised the proceedings last evening. Amongst the numerous members and guests present were the District Grand Master of Scottish Freemasonry in Hongkong and South China, Dr. Jordan (President of the Association) and Mrs. Jordan, D. G. Master Deputy Wor. Bro. F. Howill (Vice-President), D. G. Secretary, Wor. Bro. H. Honley, Dr. C. Forsyth and representatives from the various English and Scotch lodges in the Colony. The proceedings opened with a Masonic March, led by the District Grand Master, and as the couples promenaded round the spacious ballroom, some moving to the left, others to the right, as directed, a very pretty spectacle was presented. The Masonic "lancers" were arranged for the supper-dance, for which the ladies donned their partners' regalia, and it must be admitted that the ladies sex wore the orders as to the manner born, and in fact no two ladies seemed alike, so varied were the regalies worn. There were ladies of the Rose Croix, the Royal Arch Chapter, the Ancient Order of Mariners, and ladies who were "master masons." There were ladies in the dark green of the District Grand Lodge, in red regalia and in the English blue regalia. To the looker on it was a novel and picturesque blending of colour. The floor was in excellent condition, probably just a little too slippery early in the evening, for square dances, but ideal for walking. The Calcutta string band, as on former occasions, provided the music, which was delightfully rendered. The concluding dance is to be a "calico" fancy dress ball to take place on Wednesday, April 3rd, and will undoubtedly prove an excellent finale to a very successful season.

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ANTI-OPIUM SOCIETY.

The Canton Anti-Opium Society, whose headquarters are at Whampoa, has proposed to open another lecture hall at Tai Luk Po. The opening ceremony will be performed to-day and a commencement will be made in giving out anti-opium herbs. The Society since its inauguration last year has done a great amount of good to the opium-smoking public of Canton.

CANTON RIVER BRIDGE.

Canton, 5th March.

The other day H.E. Wu Ting Fang together with Mr. Wm. Danby, engineer for the iron bridge work, had an interview with H.E. Viceroy Chow. H.E. found the plan did not quite answer his requirements and desired that it be slightly altered accordingly. Two stations are proposed to be built at both termini of the bridge, one at Canton side and the other at Homam. On the Canton side there are ample space on the new bund for the purpose, but at Homam five buildings on the frontage have to be removed for the proposed station.

OPIUM SMOKING.

The "Tartar" Generals have jointly issued a proclamation ordering all the opium divans, in the quarters of the Banermen inside the City, some twenty in number, to be closed within a period of three days and to prohibit all Banermen from smoking opium. Offenders will be dealt with severely. The Tartar Generals are apparently showing an energetic effort in the prohibition of opium smoking. In the last half year over one hundred opium divans at Canton have been closed.

CANTON-KOWLOON RAILWAY CO.

The Canton-Junkow Railway Company

has sent out circulars calling for meetings

on the 8th instant at the Company's office, for the purpose of selecting representatives to send to Hongkong, in connection with the change of deposit.

THE AMMUNITION DEPOT.

The Ammunition Depot at Shek-Tsung is

not spacious enough, as recently a large

quantity of foreign ammunition has been

imported. The authorities have decided to

remove this depot to Tseng Po.

RIVER INSPECTION.

As many of the people on the river launches are ignorant of the Harbour Regulations, they are frequently getting into trouble with the Customs. Mr. Li Chi has now been appointed an Assistant Superintendent of the Water Police Force; he is to take up the duty of inspecting the river and the plying of river launches. The Water Police stations have been instructed to clearly notify the launches and the river people of the Harbour Regulations. Infringements of these regulations will be dealt with by the Harbour Master, but any matter which concerns foreigners, will be conducted by Mr. Li Chi.

CANTON-KOWLOON RAILWAY.

H.E. Viceroy has received a despatch from the Wai-poo stating that the capital of the Canton-Kowloon Railway Company will be £1,500,000 and has communicated with the Canton Bureau of Agriculture, Industries and Commerce to that effect and requesting the Bureau to communicate with the Canton Chamber of Commerce, and the Canton Chamber of Commerce, as to how much shares these

HONGKONG HOTEL MEETING.

OFFER TO LEASE HOTEL REFUSED.

LIVELY PROCEEDINGS.

The half-yearly meeting of the shareholders of the Hongkong Hotel Company, Ltd., was held in the Hotel on the 6th inst. Mr. J. W. Noble, chairman of directors, presided, and there were present Hon. Mr. E. Osborne and Mr. W. Hutton Potts, directors; Messrs. W. A. Cruickshank, E. J. Chapman, Ahmed Rumjahn, Ho Fook, Lo Cheung Shiu, E. S. Kadourie, E. E. Haskell, G. C. C. Master and C. Mooney, secretary.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen—We will, with your permission, follow the custom usual in Hongkong and consider the report and accounts as having been read.

We regret not being able to lay before you an account showing a much larger net profit than the one under consideration. There is no disguising the fact that our business is not as flourishing a condition as it was several years ago. Our income has been gradually but steadily decreasing month by month in several of our profitable departments, and those interested naturally seek for the cause of the existing conditions as well as the remedy therefor. We consider the falling off in the receipts to be largely, if not wholly, due to the general hard times now ruling, and of which all seem to complain so bitterly; those on a sterling basis feel the pinch severely, and find their monthly stipends materially reduced now that exchange is so high. One hears on all sides of expenses being cut down and of economies which must of necessity be practised to make ends meet, which alone is sufficient to account for the serious falling off in private dinner parties, wines and liquors consumed, extra meals, &c. Some, a considerable number, in fact, attribute this falling off entirely to the closing of the main corridor. Be that as it may, the closing was a measure made necessary by the use to which it was put by many who had no interest or connection with the hotel. It had become nothing more or less than a public thoroughfare, and the toilet rooms situated therein were made use of as public property would be. The passage was made of sensitive by men in various stages of intoxication, so that it was highly some means should be adopted to break up these objectionable practices and abuses, when the Government ordered that the corridor be closed. The result has been satisfactory and pleasing.

With your directors it is a constant study how retrenchments may be effected without, of course, sacrificing efficiency or interfering with the comfort of the guests of the hotel. We cannot increase the prices for board and lodging paid by our regular monthly residents, even though we know these prices to be less, in many instances, than those charged by private hotels and boarding houses in the Colony. We are pleased to have them with us, though they are not a source of much, if any, profit.

We are always glad to welcome any hints or suggestions shareholders may feel disposed to make with reference to improvements or policy in the management of the hotel; but like most shareholders you do not take enough interest in your property or its management to even attend these meetings, unless, the dividend is a bad one, then you roll up in numbers to fight for more!

I will mention just here that some of your shareholders have recently made a suggestion as to how your dividends might be increased and your business greatly improved. Mr. Rumjahn has come forward with an offer to lease your hotel for a period of ten years on certain terms and conditions. He has not, however, been able to convince us that his offer is good enough for us to recommend it to you for acceptance. We have given the careful consideration an offer of this character demands; we have gone into figures very carefully and exhaustively, and although Mr. Rumjahn assures us he is confident that under his management the property would improve greatly and the hotel become more popular and be more thoroughly appreciated by the public generally that it is at present, and at the same time enable us to pay larger dividends, as well as leave a large margin of profit for himself, a study of our figures for the past five years has led us to conclude that it would be unwise to accept this offer. Trade is greatly depressed and times are hard, it is true, but, it is also true, nevertheless, that the dividend we are to-day asking you to sanction is at the rate of 20% per annum—just bear that in mind. We hope and trust times will not always be bad, and with the return of general prosperity our turnover will be larger and our profits once more return to their old level. Some of your directors have served you long and faithfully, coming to your assistance at a time when your company was on the very verge of bankruptcy, and the stock selling as low as \$8 per share. They have by devotion to your interests rescued your property, shown you some very handsome balance sheets, added to your assets large and valuable buildings, made many improvements and earned for the hotel a good will which in itself is a valuable asset. Gentlemen, be careful, how you make radical changes; business moves in cycles; the hotel business is no exception. Your board is not of the usual type, meeting weekly or monthly for half an hour or so. All our members are in reality managing directors, meeting daily for the transaction of business and weekly have long sittings, of never less than two and a half hours duration, whilst once each week all the buildings are thoroughly inspected by one of the board in company with the manager and his assistants—this is a long and tiresome amusement for a Saturday afternoon. The board generally sit in the hotel so as to be able to judge of the quality of the food, the style and manner of serving, conduct of the dining room, and to test the merits of the numerous servants. A different set or "gang" serves the directors' table each week that their efficiency may be gauged. We would be glad to escape this duty and many others, if the hotel could only be run without so much personal supervision and such constant and persistent detail, the extent of which none of you can be fully cognizant. Having been a member of the board but a few months, I can speak with perfect freedom, and I make no reference to myself when I say your board has been and is a very hard-working, painstaking, conscientious body, deserving of your greatest praise for what it has done for your company. When joined the board a few months ago I was amazed to find such a perfect system of accounts relating to all departments, such a mass of detail and the thorough grasp of the situation by the board. I am telling you of these things because no one else can, and you ought to know them. Our fees appear in the accounts; that our tithe is not charged for is true, it being one of the duties of the members of the board to let it whether they like it or not. Now, then, if it is your desire to enter into new arrangements as to future management, either to lease the hotel or to give a new Board of your choice, we are ready to resign our positions, individually or collectively, here and now, so don't allow your

bashfulness to deter you, as you have but to express your wishes for us to act.

Since the above was written a letter has been received from Mr. Rumjahn withdrawing permanently his offer to lease the hotel. Some days ago he wrote us reducing the offer which he now withdraws with these words: "In consequence of the great length of time your company is taking to consider my proposal, and since the accounts for the second half of last year's working have been published, I beg with much regret to withdraw my offer for the lease of the Hongkong Hotel buildings, etc., for the present." The first letter we received was dated January 9th, 1907. We concluded, however, not to alter what had already been written, that you might have some knowledge before what had transpired.

Before proposing the adoption of the report and accounts I will be pleased to answer any questions you would like to ask.

I would also like to say that the typhoon of September last damaged our property to the extent of about \$6,000.

Mr. Rumjahn: I think it is but right to ask you to read the other portion of my letter of withdrawal. You have only read a portion of it. I think it would be beneficial and to the interests of the company, and in justification to myself, that you should do so.

The Chairman: I only read that portion of your letter, because it was the only part that had a bearing on the subject we were discussing. I wish you to read the other portion of your letter I have no objection. I will read the entire correspondence if you like.

Mr. Rumjahn: I leave it entirely in your hands.

Mr. Hutton Potts—I would read the whole of the correspondence.

Mr. Osborne—Certainly.

The Chairman then read the following letter:

The Secretary, Hongkong Hotel Co., Ltd.

Sir,—In consequence of the great length of time your company is taking to consider my proposal, and since the accounts for the second half of last year's working have been published, I beg with regret to withdraw my offer for the lease of the Hongkong Hotel's buildings, etc., for the present.

As the chance for my renewing the offer is rather remote at the present moment, and as I am holding a few hundred shares, although a small quantity having only been re-entered in my name, I shall be very pleased for the interests of the company generally, and the public in particular, to give my views to and to discuss them privately with your directors as to some important improvements which seem to be essential for the welfare of the company.

It must be understood, however, that the motive which has prompted me to make the proposal for a lease, or my request for a private discussion for improvements does not reflect the least upon the management of the company; on the contrary, it must be admitted that the board of directors, under the circumstances, have been very untiring in their efforts to promote the interests of the company.

Amongst a few other improvements appearing to me greatly beneficial to the Company is a change in the present system of running the bars, which are not yet even provided with well-known brands of wines to be obtained locally. The policy carried on by your company to push on the company's own particular brands, such as "Hongkong Hotel's Special this, and Special that" or "Wines specially Bottled for the Hongkong Hotel" is a good one in the absence of keen competition; but when it is remembered that rival establisments are stocking wines that command them to the palate of the cosmopolitan community it is but natural that the members of the community give a preference to a place where drink is accustomed to their palate are obtainable. It is hard to reconcile the fact that your bars are not even provided with the most well known and the only genuine Italian Vermouth (Martini and Rossi).

By introducing well-known brands of wines not only the company would profit handsomely, for at least double the cost would be realized, but that adequate requirement for the public demand could then be said to be provided for, without which competition even if established immediately next door to your company's buildings would be justified.—Yours, etc.,

AHMET RUMJAHN.

Hongkong, 4th March, 1907.

Mr. Rumjahn: I have one or two questions to ask before you adopt the report. Are the Hotel Mansions leased out for a number of years, and for how much and for how long?

The Chairman: If you had given us notice of these questions we would have had the figures ready for you.

Mr. Rumjahn: In the report it is given as \$2,000 for six months. That gives you \$3,600 a month.

The Chairman: That is correct.

Mr. Rumjahn: Are you aware that the lessee is making between \$1,000 and \$1,500 a month on the lease?

The Chairman: Well?

Mr. Rumjahn: Are your directors aware of that?

The Chairman: They are.

Mr. Rumjahn: Were the shareholders consulted when the premises were leased? Was the proposal ever submitted to the shareholders?

The Chairman: Is it customary to submit offers to lease to shareholders before going into business?

Mr. Rumjahn: I think it is a big undertaking.

The Chairman: You must remember these buildings were leased before they were built.

Mr. Rumjahn: Before they were built?

The Chairman: While they were building.

They were leased before the building was started, otherwise the building would not have been built. So that it was a speculation on the part of the man who leased them—a speculation that the directors or the shareholders, as far as I can learn, were not willing to undertake. Now that the speculation has proved successful, I think we can congratulate ourselves rather than otherwise. We don't want to see the man lose money.

Mr. Rumjahn: What has been in my mind is this: that the company has three directors drawing \$3,000 a year who agree to lease out a building to a private individual who makes money out of it, when they ought to have seen that the money was made by the company itself.

The Chairman: What is the point you wish to make?

Mr. Rumjahn: If it has been leased—

The Chairman: What is the point you wish to make?

Mr. Rumjahn: (continuing his sentence)—The additional receipts amounting to \$2,000, the company would have been that to the good.

The Chairman: How so?

Mr. Rumjahn: Because the difference between what the company is getting from the lessee in rental and the rental received by the lessee makes it about \$20,000 a year.

The Chairman: \$20,000. So I hear outside, just as you do, I have no authority to say so, I have already told you if he hadn't leased it, that figure the building would never have been built. In addition to that, the rental is on the sliding scale, so that in a few years we shall receive a great deal more than we do now. I think you pointed that out in your letters, so you must have been fully cognizant of it.

Mr. Rumjahn: I don't think so.

Mr. Master: I think those new buildings give a fair return on the whole, at the rent we get from the leases.

The Chairman: They do. Mr. Rumjahn: It only covers the interest on the debentures and the actual cost of the reclamation which costs about six per cent. on the outlay. If the reclamation had been done, as I understand there was an offer of \$20,000, you couldn't have done better.

The Chairman: You say in your letter of the 1st January: "The company will then receive from the Hotel Mansions \$3,000 per annum." But what is your point?

Mr. Rumjahn: How long is the lease to the present lessee?

The Chairman: Ten years. With reference to Mr. Rumjahn's letter I just read, the wines sold are the same as those supplied in our best and palmiest days. I may say that all liquor asked for are supplied even though they don't appear on the wine card. Whenever there is a demand for a particular wine we at once supply it. Even if one man comes in once in six months and asks for a certain thing, we don't hesitate to supply him.

Mr. Rumjahn: Since a doubt has been created—

The Chairman: We will buy your wines or any others.

Mr. Rumjahn: But if you don't stock leading wines and your customers come in and don't see them on the wine list they don't.

The Chairman: We don't have such modest customers.

Mr. Master: Mr. Rumjahn wants his own liquors to be bought by the Hotel.

Mr. Rumjahn: The company is, I understand, pushing its own particular brands.

The Chairman: That is Mr. Rumjahn's policy as well. Are there any other questions?

No other questions being asked,

The Chairman said: I propose that the report and accounts be adopted.

Mr. Rumjahn: I beg to second the motion.

As on a previous occasion I had the pleasure of seconding the motion, I take advantage of this occasion to express, on behalf of the other shareholders, our gratitude to the directors for their assiduous labours and for the conscientious way they have attended to their duties during the past year. With regard to Mr. Rumjahn's remarks as to the wine list, I am not a drinking man, but I have heard no complaints outside, no reference as to the quality of the liquor supplied by the Hongkong Hotel, or any advantage to be gained by substituting by others those at present provided. And I have much pleasure in seconding the motion (applause).

The Chairman: We certainly would not substitute one liquor for another, but we might add another or more so that everybody might be pleased to get all the drinks they want.

The motion was carried unanimously.

Mr. Ho Fook proposed the re-election of Dr. Nobis as a director of the company.

Mr. Master seconded, and the motion was carried.

Mr. Haskell moved the re-appointment of Messrs. H. U. Jeffries and A. R. Lowe, C.A., as auditors.

Mr. Chapman seconded, and the motion was carried.

The Chairman: That is all the business, gentlemen. Thank you very much for your attendance. If there is anything we can do to improve the condition of the hotel, be sure we shall do it, and any suggestions any one is pleased to make, by Mr. Rumjahn or others, we will be very pleased to hear them and thank you.

Mr. Master: Speaking for myself, I have the greatest confidence in the directors. I feel they take great deal of trouble—more than they are expected to—in coming here and going round the hotel. I have always been satisfied with the Hongkong Hotel, and know that the directors have given much of their time and attention to its working. Mr. Osborne has been constantly in attendance.

The Chairman: He certainly has. And he has been very ably assisted by Mr. Parfitt.

Mr. Master: I think it is a very great mistake to blame the directors because there has been a slight depression, and we only ask them to go on as they have been doing.

The Chairman: Thanks, Mr. Master, for your remarks; and also Mr. Cruickshank.

Mr. Rumjahn: I think there is a misunderstanding regarding my attitude towards the directors. I think from my letter it will be clearly seen that I said the directors have been very untiring in their efforts to do everything in their power for the benefit of the company. I have taken a great deal of trouble to find out the working of this company for some time past, and I must say the directors have been very assiduous and painstaking in safeguarding the interests of the company. But I must say there is room for improvement. There is no system which is perfect in every way. We are moving on with the times, and I think that with some improvements in the management of this company it could be gradually improved for the benefit of the company generally.

The Chairman: Thank you, Dividend warrants are ready.

Mr. Cruickshank: Ask Mr. Rumjahn if he ever kept a hotel.

Mr. Rumjahn: I am keeping a private one.

Mr. Cruickshank: Do you think you have had such special experience that you could run this gigantic concern better than it has been done?

Mr. Rumjahn: That is my opinion.

The Chairman: Dividend warrants can be obtained by applying at the secretary's office.

The meeting then ended.

A COAL SLIP.

AND THE RESULT.

THE "MACAU" INSURANCE CASE.

JUDGMENT FOR THE PLAINTIFF.

5th inst.

At the Supreme Court, this morning, His Honour Sir Francis Pigott, Chief Justice, delivered judgment in the action brought by O Yee Tsai, a merchant, against the Fook On Assurance and Godown Company, Limited, of No. 123 Des Vaux Road Central, to recover the sum of \$10,000, being the amount of the insurance of the steamship *Macau*, which founded in the September typhoon, and which, it was alleged, was insured with the defendant company.

The proposal was before the company for about a month before it was actually effected; the original estimate of value being "99, odd" thousand dollars, which differs so inappreciably from the "\$95,000," afterward adopted, as to be immaterial. The original offer of the company was to insure up to \$10,000, which was afterwards raised to \$40,000, showing clearly that the company must have devoted some consideration to the actual value of the vessel. Captain Douglas had a retainer from the company to report on proposals for insurance; he did in fact report, on the *Macau* in respect of her capacity to carry cargo on the voyage to Amoy. The company, therefore, had it in their power to verify the plaintiff's estimate of value at any moment. They did not do so. The figure \$9,000 was in fact adopted as the basis of the contract, the company insisting on the condition that the plaintiff should himself insure for the balance \$55,000. The company did not, as they might, as experienced insurers, have done, put in words to the effect that they did not accept the plaintiff's estimate or valuation, which would have the onus on the plaintiff in the event of loss of proving the actual insurance value of the ship reducing it to an open policy. And so, after these considerations had been duly weighed, I had any difficulty at first in doing this, but as length matters were arranged through an intermediary, with the defendant company, who first

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ANNUAL MEETING.

CHINA FIRE INSURANCE COMPANY, LTD.

ANNUAL MEETING.

THE "TILLEMACHUS" CASE.

MUCH ADVOKATED CLAIM.

JUDGMENT BY CONSENT.

7th inst. About a month ago, to be precise, on the 8th ultimo, Mr. C. A. D. Melbourne, second police magistrate, was called upon by the Water Police to give his decision on a very important point of law which interested the shipping community in general and the captain of the steamship *Tillemachus* in particular. The point, it will be remembered by readers of the *Hongkong Telegraph*, arose out of a summons taken out by Detective Sergeant Wilder against the master of the *Tillemachus* and was to the effect that the defendant failed to stop his ship when called upon to do so by the police on the 10th January last. Mr. Goldring, the solicitor for the defence, immediately raised an objection on the point of law. He contended that Section 2 of Ordinance 10 of 1899, under which the summons was taken out, read: "It shall be lawful for the Captain Superintendent or other officer of police—not below the rank of sergeant—having just cause to suspect that any felony or misdemeanour has been, or is about to be, committed in the waters of the Colony, to enter at all times, as well as by night and day, into and upon any ship, boat, junk, or vessel (not being a ship of war, or a vessel having the status of ship of war), and to take into custody all persons suspected of being concerned in such felony or misdemeanour and to take charge of any property suspected of having been stolen or unlawfully obtained." The intention of the police, he submitted, in signalling to the ship to stop was because they thought she was carrying an excess of passengers. To stop a ship, he contended, the police must suspect that a "felony or misdemeanour" was being committed on board. Carrying excess of passengers was not a "felony or misdemeanour" and therefore the police had no case. If it was for the purpose of counting the ship's passengers that the officer requested the ship to stop, then he was acting *ultra vires*. This particular offence did not come under the meaning of the Ordinance, and Mr. Goldring held that no offence was committed. Inspector Langley, who conducted the case for the police, did not admit that the police signalled to the ship to count her passengers. If, for that is according to the Ordinance, the harbour-master, a police inspector, or sergeant could not stop a vessel without suspecting that some felony was being committed on board, then masters of ships could do so at their pleasure when leaving the port, said the inspector, calling the Court's intention to the fact that the Ordinance under which the present charge was framed was the only Ordinance which gave power to the police to stop a vessel. On the following day his Worship gave his decision which was in favour of the police. Carrying excess of passengers, he held, was a misdemeanour. Disobedience to any statutory order is, generally speaking, a misdemeanour," he said, "but a book which comprised all statutory orders would be nearly co-extensive with the statute book itself. Every crime is either treason, felony or misdemeanour. Every crime which amounts to treason or felony is an offence in the definitions of crimes. All crimes not so denominated are misdemeanours."

The motion was unanimously carried.

Mr. Smyth moved the confirmation of Messrs. D. M. Nissim, A. Babington, G. Balloch and R. Shaw as directors.

Mr. Pallenden seconded, and the motion was adopted.

Mr. Leuria moved the re-election of Messrs. G. Wood and E. Goetz as directors.

Captain Roach seconded and the motion was adopted.

Mr. Da Silva moved the re-appointment of Messrs. W. Hutton Potts and A. R. Lowe as auditors.

Mr. Barretto seconded and the motion was adopted.

The Chairman: That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be posted this afternoon.

DOCK STRIKE AT NAGASAKI.

AGITATION CONTINUED.

A Nagasaki dispatch states that about 300 operatives in the dockyard foundry and 130 men belonging to the docks, who have hitherto remained quiet, are reported to be secretly agitating for an increase of wages. The proprietors of the yard stand firm on their decision not to grant the men's demand, even though the workers declare a strike.

The reported withdrawal of the demand for an increase of wages by the operatives in other departments of the works has now turned out to be unfounded, at least so far as the men are concerned. It appears that the notice of withdrawal of the demand was given by the various foremen in order to curry favour with their superiors.

Mr. Shoda, president of the Mitsui Bishi Dockyard Company, is reported to have remarked that the rate of wages paid to the men in the company's employ was not lower than that paid by other firms of the same kind. The capital of the company was Yen 10,000,000, which would return a profit of from Yen 200,000 to Yen 300,000 a year. There were many other business in which the money could be invested with greater profit, but the proprietors chose the business of shipbuilding and were content with a smaller profit, sacrificing personal interests, because the business was in the nature of a State undertaking. The present disagreement between the management and the operatives of the yard was due to mutual misunderstanding, said Mr. Shoda, in conclusion.—*Japan Chronicle*.

FOREIGN COMPANIES AND JAPANESE LAW.

In reference to the recent action brought against the Hirano Mineral Water Company, Limited, in the Kobe Chiba Sambansho the *Japan Herald* has a leading article, based on the meaning to be attached to Article 258 of the Commercial Code. This Article, it may be mentioned, is as follows:

A foreign company which sets up a principal office in Japan, or which makes it its principal object to do business in Japan, must, even though it is formed in a foreign country, comply with the same provisions as a company formed in Japan. In the course of its article our Yokohama contemporary says:—"The difficult point turns on what is implied by the phrase 'makes it its principal object to do business in Japan.' Many of the foreign companies established here, which nominally have their head offices in Japan, do a large business in this country, although they may contend that this is not the principal object. Thus the Hirano Mineral Water Co., which is being proceeded against at Kobe, has its factory in Japan, although it is claimed that the major part of the manufacture is exported. There is reason to believe that the phrase above quoted from the article was introduced to prevent foreign companies escaping the Japanese law by having a nominal head-office in Hongkong, but carrying on their business in Japan. This being so it is probable that the Japanese legal authorities would contend that the very establishment of a factory is proof that the principal object was to do business in Japan. Logically 'business' can only be said to be the sales of the material manufactured, since without the sales the factory would be non-existent, and thus the amount of the manufactured article sold abroad would be produced as evidence that the principal object was not to do business in Japan. There is reason to believe, however, that the Japanese legal authorities would not make this distinction between the establishment of a factory and the carrying on of 'business,' but would contend that the one was inseparably connected with the other. This would mean that most of the foreign companies established in this country but registered at Hongkong have been carrying on their business illegally since the revised Treaties came into operation. Companies with actual head-offices abroad, such as banking concerns and so forth, of course, are excluded, but even if we exclude the companies which manufacture for export only or in the larger part, there still remain many which have rendered themselves liable to prosecution, both in their procedure and in their method of keeping accounts. The strange thing is that no action has been taken before, either by the shareholders or the legal authorities. Provision is made in the Code for punishment for infringement of its provisions, and the provisions that have been infringed are countless. The case at Kobe will be watched with particular interest, since it will practically decide whether a great number of the foreign companies in this country are to be brought under Japanese law, even if registered abroad."

EMIGRATION TO THE UNITED STATES.

TOKYO OPINION OF THE NEW BILL.

CONFLICTING AMERICAN REPORTS.

A Tokyo dispatch to the *Asahi* states that the Japanese Government appears to regard the passage through the U.S. Congress of the Immigration Act Amendment Bill with favour. The dispatch credits the Minister for Foreign Affairs with a statement to the effect that the action of Japanese emigrants to Hawaii transmigrating to the United States is unlawful, and strictly speaking may be described as deliberate fraud. It was, however, on the part of the U.S. authorities to allow these labourers from Hawaii to land on their shores. From January to November last year, over 16,000 Japanese labourers proceeded to Hawaii of which number over 11,000 seem to have again migrated to the American continent. In view of this fact, the course taken by the United States to suppress the ingress of the Japanese labourers through that channel is only proper, and from the American point of view, inevitable.

The new legislation having been adopted simultaneously with the settlement of the San Francisco schools question, it is alleged in some quarters that the Japanese Government has agreed to the legislation in exchange for the settlement of the schools question. The adoption of the new measure is a matter quite distinct from the prior question. In the negotiations on the school dispute the Japanese demand has been entirely acceded to, but the Japanese Government has never agreed to the prohibition of the transmigration of the Japanese emigrants from Hawaii. Moreover, the Government reserves the right to offer protest against the measure at any time, providing due reasons are forthcoming to justify such action.

As has been mentioned above, the U.S. authorities from their good will towards Japan have concurred at the transmigration of Japanese labourers from Hawaii, and the new legislation is nothing more than the expression of the American people being put into law. The Japanese Government fails to find any reason for offering a protest against the measure. The effect of the new legislation upon Japanese labour in Hawaii will render the prospects of emigrants to the islands more promising than before, and the Government naturally does not find any disadvantage in this fact.

A San Francisco message states that it has been agreed that Japanese children under 16 years of age should be admitted into San Francisco public schools on condition that the Japanese and American Governments would mutually agree to exclude both skilled and unskilled labourers from their respective territories. The same message gives the substance of a report on the proceedings leading up to the settlement of the question, which is said to have been approved both by the President and the Secretary of State. The Federal Government and Congress, says the report, have now conceded to the demand of the Californians, and the Federal Government has used its influence to procure the amendment of the Immigration Act. If the ingress of Japanese labourers into the United States cannot be checked by the new legislation, the Federal Government binds itself to initiate the enactment of a Japanese Exclusion Act. The Federal Government does not interfere with the prerogative of the State of California, but has instituted legal proceedings to test the position of the Japanese in California from the standpoint of the Treaty. This course has been taken as a diplomatic courtesy.

The report is silent on the question as to whether the Federal Government has or has not consented to the withdrawal of the law suit against the exclusion from the public schools of Japanese children. But as a proof of the San Francisco authorities having made no concession in the question, the report adds that they are resolved to insist on the invalidity of the America-Japan Treaty in that connection, as the establishment of separate schools for the Japanese children is antagonistic to the said Treaty.

The order issued for the segregation of Japanese children has been amended, continues the report, and is now to the effect that no alien children over 16 years of age shall be admitted into the public schools. By the term "alien children" is really meant Japanese children; but this phrase is employed to avoid a protest on the part of the Japanese Government for discrimination against the children of Japanese. American children are allowed to attend grammar schools up to the age of 21, so that the Japanese children cannot be said to be treated on an equality with American children.

The message adds that the Mayor of San Francisco has received numerous telegrams congratulating him on his success. The Mayor was to leave Washington on the night the message was despatched for San Francisco. It is stated the U.S. Secretary of State is pushing forward the negotiations with the Japanese Government concerning the Treaty for the mutual exclusion of labourers referred to above.—*Japan Chronicle*.

A WORKHOUSE FOR SINGAPORE.

Apropos of the proposed establishment of a House of Detention for the ever increasing vagrant population in Singapore it is interesting to learn that Colombo, which is afflicted with the genus beach-comber, has realized the gravity of the nuisance in its midst and is devising ways and means to combat the evil. A draft ordinance has been introduced in the Legislative Council of that Colony to provide for the detention of persons who have no means of subsistence and are unable or unwilling to work for their own livelihood. The ordinance makes provision for the establishment of houses of detention, for the appointment of the necessary officers and for the detention of vagrants, on the order of a magistrate until they are removed under the Ordinance or discharged by order of the Governor. Superintendents of Houses of Detention are charged with the duty of endeavouring to find employment for the vagrants in their charge, and rules for punishment are laid down for vagrants who refuse to take advantage of employment when found for them. The ordinance contains provisions for the removal of vagrants from the island under agreement, for the repatriation, in certain cases, of foreign vagrants, and for making regulations for the management and discipline of the house of detention. A vagrant is defined as any person found asking for alms, or any person not being physically able to earn, or being unwilling to work for his own livelihood and having no visible means of subsistence.

The following are among the salient provisions of the ordinance. When any person has been convicted of any offence by a Police Court under its summary jurisdiction, if after due inquiry the Police Magistrate is of opinion that the person convicted is a vagrant within the meaning of this ordinance, he may, in addition to or in substitution for any punishment which he has power to inflict, order such person to be detained in a house of detention.

Any such order shall declare that the person against whom it is made is a vagrant, and shall also, if practicable, state any prior date from which, in the opinion of the Police Magistrate, such person has been in the Colony a vagrant as defined by the ordinance. Such order shall be sufficient authority to the police for keeping in custody such person on the way to the house of detention and to the Superintendent for receiving and detaining him there. Every person detained in a house of detention under this section shall be detained until work has been found for him, or until he is removed or discharged as hereinbefore mentioned. Every person so detained shall be put to any labour of which the medical officer shall certify him to be capable. Any person detained in a house of detention may, if the medical officer considers it necessary, be sent to a hospital for treatment; but shall be deemed while in hospital to be still an inmate of the house of detention. It shall be lawful for the Governor in Council from time to time to make regulations for the management of houses of detention. Such regulations may include, among other things, rules for (a) the search of the person and clothing of any person admitted to the house; (b) the custody or destruction of the clothing and effects; (c) the dress and accommodation of the inmates; (d) personal cleanliness, hours, meals, labour and general conduct—and may prescribe punishments for disobedience of such rules to be inflicted by the Superintendent not exceeding one week's confinement, or one week's reduced diet; (e) the nature of such confinement and of such reduced diet to be prescribed by the rules; of such such punishments. The Superintendent of any house of detention shall use his best endeavours to obtain suitable employment outside the house for the vagrants admitted thereto. When any such employment is obtained, any vagrant who refuses or neglects to avail himself thereof shall be liable to imprisonment of either description for any term not exceeding one month. Any vagrant detained in a house of detention may enter into an agreement in writing with the Colonial Secretary, binding himself to embark on such ship and at such time as the Superintendent of the house of detention, may direct, for the purpose of being removed from Ceylon by the Government at the expense (if any) of the Government of Ceylon and not to return to Ceylon within five years.—*Eastern Daily Mail* (Singapore).

The *Shanghai Mercury* understands that the managements of the Astor Hotel and the Hotel des Colonies have decided to abolish the "chit" system in their hotels from the 1st May next.

AMERICAN CONSULATES IN THE ORIENT.

According to American exchanges, more than \$1,000,000 (gold) for the purchase of property for American Consulates in China, Japan and Korea, was asked by Mr. Elihu Root, U.S. Secretary of State, in a communication sent to Congress last month. The request is in line with the policy of the Secretary of State to give American consuls greater opportunities, and to establish them so that they will be able to render better service in extending American trade.

The amounts Mr. Root asks Congress to appropriate are as follows: Amoy, \$8,350; Canton, \$11,000; Chefoo, \$4,000; Chungking, \$1,500; Foochow, \$6,312; Hankow, \$6,000; Hongkong, \$155,000; Nanking, \$4,000; Newchwang, \$50,000; Shanghai, \$21,000; Tientsin, \$65,000; Kobe, \$120,000; Nagasaki, \$55,000; Tamsui, \$37,000; Yokohama, \$104,493; and Seoul, \$10,000; a total of \$112,055.

The conditions in China, Korea, and Japan in respect to securing suitable quarters for the offices and residences of the consular officers, differ greatly from the conditions prevailing in other parts of the world," said Mr. Root. "Buildings suitable for our purposes are not only few in number, but, on account of the size of business men, are impossible to obtain except at a rental far in excess of that which this Government is permitted to pay. At some ports consular officers have been obliged to pay considerable sums from their own pockets for rent, in order that the Government might not be embarrassed in its business, or become an object of unfavourable comment. The situation has long been one of great annoyance to the Government, and at times almost intolerable. It has been aggravated of late years because of the immense increase in the value of land and building, caused by the enterprise of commercial organizations, and action of other Governments in securing large tracts of the most valuable desirable sections for their buildings."

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—Union Insurances \$830, Macao Steamboats \$204, Shell Transports 4/6, Hongkong Lands \$102, Hongkong Electric \$15,900, Ice \$240, A. S. Watsons \$12,100. Sellers.—Hongkong Banks \$80; Canton Insurance \$105; Hongkong Fives \$3424; Indo-China \$83; China and Manilla \$20, Douglas \$16; China Sugars \$122; Hongkong Docks \$131; Kowloon Wharfs \$93; Hongkong Hotels \$118; Humphreys Estates \$12; China Borneo \$10; Cements \$20; Ropes \$21; China Light \$9; Powells \$8. Sales—Canton Insurances \$205; Macao Steamboats \$209; Kowloon Wharfs \$93; Hongkong Lands \$107. Nominal.—National Banks \$1; China Fives \$90; Raubs \$8.25; Shanghai Docks \$1s. 10d.; West Point \$10; Cottons \$12; China Providents \$8.00; Dairy Farms \$1.50; Tramways \$215; Langkats \$1. 25s.

LOCAL AND GENERAL.

The Bill for the abolition of country autonomy has passed the Japanese House of Representatives by a majority of twenty-four.

ADMIRAL Yamamoto, who was Minister of the Navy during the war, and others, who are to follow H. I. M. Prince Fushimi's suite, left Yokohama on the 2nd inst., on board the N. L. S. *Prins Albrecht*.

The Chinese Engineering and Mining Co. Ltd. announce that there was no output of the Company's three mines, for the week ending February 16, 1907, and the sales during the same period amounted to 308 tons.

MAJOR A. A. Chichester, D.S.O., Major General Staff, proceeded on leave of absence to England on 1st instant, pending termination of his appointment. Major R. J. Ross, D.A.A. and Q.M.C. will perform his duties.

A LETTER from Kinchou states that the German Government has approved the regulations for the abolition of opium, drawn up by the Chinese Government, and has consented to allow them to be put into force in the German Settlement of Tsingtao.

CAPTAIN and Adjutant J. S. Cunningham, 3rd Bn. (D.C.O.) Middlesex Regiment, will be attached to the Staff for one month in accordance with para. 111, King's Regulations, and will perform the duties of D.A.A. and Q.M.C. from 1st instant, *vise* Major Ross.

MR. Takahashi, formerly the Japanese Minister at Washington, has been appointed Ambassador to Italy. Mr. Uchida, Japanese Minister at Peking, has been appointed Ambassador to Austria. The successor to Mr. Uchida as Minister to China is not yet appointed.

THE Hongkong Volunteer Maxim competition between half-companies for the Gascoigne Shield, held at Tai-han on Saturday, 2nd inst., resulted as follows:—First—Right-half, No. 2 Company, Capt. W. Armstrong, Second—Left-half, 1st Company, Capt. G. P. Lamment. Four half-companies competed.

The Colonial Secretary has received the following despatch from the British Consul at Bangkok:—"Referring to your telegram of 1st March, the Health Officer informs me that quarantine for ten days is not now strictly adhered to. Detention at the quarantine station is practically at the discretion of the inspection."

POLICE-Sergeant Winter, an officer attached to the Water Police Station, summoned the master of the steam launch *Lee Hsun* before Mr. F. A. Hazeland, yesterday morning, at the Police Court, for carrying eleven passengers in excess on the 3rd instant. The *Lee Hsun* is employed on the Shau-ki-wan trade. A plea of guilty was entered and a fine of \$10 passed.

STRONGLY before eight o'clock last night (4th inst.), the sky to the north of Stonecutters' Island presented a magnificent spectacle. There was a big glare of light stretching across from west to east for a great distance, but no fire or smoke was observable from this side of the harbour. Inquiries at several quarters to-day failed to elicit any satisfactory information for the unwooded site.

From the director of the Zi Ka-wai Observatory we have received copies of the new storm signal repeating code, to which reference has previously been made in these columns. Shipmasters are asked to communicate with the Observatory in order to obtain copies of the code and in a covering letter to that body the director observes: "As the new service is only beginning, and in a period of trial, it is still open to successive improvements. We shall be glad to receive any remarks, suggestions, etc., you might have found important to make, after having met with some doubtful cases and difficulties, in the practice of the system; our best desire, is common with the I. M. Customs, is to bring the system to the highest possible degree of perfection and efficiency."

A San Francisco "special" of the 2nd inst. to the Manila *Advertiser* says:—Japan accuses the American missionaries of meddling in the political affairs of Korea.

DURING the absence of Inspector Robertson on home leave, Inspector Macdonald, of Yau-nai Police Station, will take charge of Shau-ki-wan district. Inspector McHardy, of Mount Gough (Peak) Police Station, will look after duties at Yau-nai, and Sergeant Longham, of the Central Station, will be transferred to the Peak.

THE case in which a young Chinese woman was charged with kidnapping a child eight months old, from the custody of its grandmother, as recorded in our columns last Monday, was called up on remand before Mr. F. A. Hazeland at the Magistracy on Tuesday, when His Worship, after hearing the evidence for both sides, bound the defendant over in the sum of \$100 to be of good behaviour and to keep the peace for twelve months.

ACCORDING to a private note received from Chinkiang, dated February 22, there are about 30,000 refugees in that city. The officials, however, were about to take steps to send them back to their homes. They tried a few days ago to send some of the refugees at Yang-chou back, but the people became enraged and smashed the official chairs to splinters and absolutely refused to move. There were some apprehensions in Chinkiang as to what would be the outcome of any attempt to send the refugees away.

THE coxswains of the steam launches *Mollie*, *Hongkong Hotel*, *King Edward* and *Yeween* were summoned before Mr. F. A. Hazeland, by Constable Roby, yesterday morning, for making fast to the German mail steamer *Prinz Ludwig* while she was entering the port on the afternoon of the 1st instant. His Worship said he could not proceed with the case until the return of the *Prinz Ludwig* in order to allow her commander to attend Court, and adjourned the summons sine die.

MRS. Wheelock & Co., freight brokers, of Shanghai, are glad to be able to record a decided change for the better in Coast freights; this is owing partly to the resumption of business after the holidays, partly to the near opening of the Northern ports and partly to the reduction in the numbers of "outsiders" plying on the coast, so many of the Norwegian boats having been obliged to retire homewards during the last year so that now there are only about a third of the number remaining that were out here twelve months ago.

AT noon on 21st ult. the *Chu-chien*, the fourth of six sister ships being built by the Kawasaki Dockyard Company, for the Imperial Chinese Navy, was launched at Kobe in the presence of a large number of visitors, including the Chinese Consul. The customary complimentary toasts and speeches were made after the launch, which was quite successful. The *Chu-chien*, like the *Chu-fai*, which left Kobe for China on Sunday week, is 200ft. long, 20ft. wide, has a displacement of 740 tons, and a draught of 4ft., being specially designed for service on the Yangtze.

HIS Excellency Tang Shao-yi, Senior Vice-President of the Vichuanfu (Ministry of Posts and Communications), according to a private dispatch to hand, will not come down to South to straighten out the affairs of the Canton-Hankow Railway, as previously reported, for in spite of the intrigues of his enemies, the reactionaries, their Majesties know too well how valuable and essential His Excellency's presence in Peking is to the Government in the crisis, and therefore will not permit him to leave. It is an open secret in Peking that the minister of a certain Power has been especially active in seeking His Excellency's downfall.

WE have received from the Convent school at Macao the programme for the prize-giving to be held at the Convent on Sunday next, the 20th inst., at 4.30 p.m. Besides giving instruction in Portuguese, the Convent devotes attention to teaching English and French, for which three English and French Sisters have recently arrived from home and will be placed in charge of those classes, respectively. Included in the school curriculum are such subjects as music, drawing and needlework, and we are informed it will be the object of the school, management to place the school on a footing of the highest efficiency and to meet all the requirements of a first-class education for the children of Portuguese and foreign residents in Macao.

ACTING Governor Chang of Kwangsi has strictly enforced the new opium regulations in his province. Besides the issuance of proclamations ordering the closure of all opium dens in the provincial capital on last Chinese New Year's eve, he has privately despatched a number of his confidential attachés to find out whether those regulations have been observed by the subordinate officials under his jurisdiction. If there is any official who observes the regulations in public, but violates them in private, these emissaries are to report him to His Excellency at once for impeachment. It is stated that on account of this, expectant officials and other subordinates in Kwangsi are trembling with apprehension lest they may lose their posts and ranks.

THE accommodation at the Yokosuka Naval Yard is gradually being perfected to meet present requirements and the yard is very busy with the construction and repair of vessels. According to a Tokio dispatch, the Naval Authorities have a scheme on foot to make extensive provision at Kotomai, Yokosuka, for an anchorage for battleships, and also to establish steel works in connection with the Naval yards. The shipbuilding slips at Kure and Sasebo are to be brought up to date with all the latest improvements, work in this direction having been already commenced. When this improvement is completed, it will be possible to build a vessel of about 25,000 tons there. A report that a battleship of 22,000 tons is to be built at Kure, or Sasebo, is denied by the authorities as unfounded. The improvement to the slips is declared to have given rise to this rumour.

THE Japan Steamship Company, the formation of which has been a rather difficult matter, has now a brighter prospect, as a result of a promise of the Government's protection and the assistance of Baron Shibasawa. The prospectus has been issued, inviting subscriptions for shares. According to the prospectus, the steamer to be purchased by the new